



Australian Government
National Capital Authority



ACT
Government

CITY AND GATEWAY URBAN DESIGN FRAMEWORK

DECEMBER 2018



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FOREWORD

New development and urban renewal of Canberra's gateway corridor to the city centre, through the Federal Highway and Northbourne Avenue, creates a once in a lifetime opportunity to lay the foundations for a new trajectory of sustainable growth and contemporary urban life.

Cities around the world are measured on how well they support healthy, vibrant and productive lifestyles. With new development along the corridor and in the city centre, opportunity exists to shine a light on a 'grown up' Canberra that confidently complements its symbolic and functional significance as the Nation's Capital with sustainable urban design for an improved user experience and sense of identity.

This City and Gateway Urban Design Framework sets out principles designed to achieve high quality buildings, urban infrastructure, public places and streets that all have one thing in common – they are designed for people and protect the environment. This Framework guides ongoing development and urban renewal to ensure it benefits all Canberrans. It will deliver a city centre and gateway corridor that all Canberrans will be attracted to because of the improved quality of the public domain and buildings and the additional employment and recreation opportunities. Sustainable transport options will also mean that more people can easily access our city with additional spaces for pedestrian and business activity.

A city of design excellence attracts talent and allows residents greater choice in their lifestyle – how and where they live and the places they visit, work and socialise in. Good urban design has people at the forefront and will ensure Canberra continues to be recognised as a liveable, innovative and prosperous place where local urban culture, entrepreneurship and diversity is nurtured in harmony with the natural environment.



Mick Gentleman MLA
Minister for Planning and Land Management

December 2018



Terry Weber
Board Chair, National Capital Authority

December 2018

EXECUTIVE SUMMARY

The Australian Government through the National Capital Authority (NCA), and the ACT Government share planning responsibility in the ACT. The City and Gateway Urban Design Framework (the Framework) has been jointly prepared by the NCA and ACT Government to set the principles for development and growth in the city centre and along the gateway corridor of Northbourne Avenue and the Federal Highway.

Urban renewal and continued growth in the city centre and along this corridor provide a unique opportunity to revitalise central Canberra, demonstrate design excellence and celebrate Canberra's unique landscape character while placing high value on human scale public places that prioritise pedestrians, cycling and public transport. It will enable more people to live and work close to sustainable transport options, services and infrastructure.

Purpose of the Framework

The City and Gateway Urban Design Framework sets expectations and guides future development and urban renewal in the city and gateway corridor. It will ensure a unified landscape and built form that responds to vision, place, community, character and function.

The Framework provides a collective long-term (2030+) vision and principles for this important location along four major planning themes, drawing upon the legacy of historic planning and contemporary design (**Figure 1**):

- City shape and urban built form
- Access and movement
- Better places and streets
- Sustainable communities and urban culture.

City shape and urban built form

Canberra's unique landscape character and innovative, sustainable design of buildings are celebrated through revised planning and design principles.

The transition from the rural bushland to the city centre is articulated through distinct character areas that signal the approach to the National Capital. These areas reflect how the landscape character blends with the respective urban form. For each character area, there is planning and design guidance on the requirements for building setbacks and heights, landscape zones and building interfaces.

By requiring mid-block pedestrian links and cycle paths through blocks facing Northbourne Avenue, improved east-west access and permeability of sites can be achieved.

FIGURE 1: A framework for a collective vision and principles



Access and movement

Light rail, integrated with the bus network, will provide frequent, reliable and high-amenity public transport in the corridor. Improved walking and cycling connections suitable for all ages and abilities will also increase options for sustainable movement along the corridor, especially for short trips.

A user focused movement and place approach will be adopted to provide safe and effective journeys and while also considering increasing numbers of pedestrians, cyclists and public transport users in this important urban renewal corridor. This movement function will be balanced with recognising the increased place function and activities expected at locations such as the city centre, node and public transport station locations.

Changes to the movement and place function of Northbourne Avenue resulting from urban renewal will balance increased demand for local trips and through traffic and private vehicles with public transit and active travel modes. The wider road network, including the peripheral parkway system, will provide supporting and alternative routes for traffic currently moving through the corridor and city centre. These changes will recognise broader user needs and functions including pedestrians and economic and social activity within the corridor.

Better places and streets

Placemaking principles will guide the creation of better places and streets with the transformation of a series of strategically important open spaces, public places and streets into inclusive, safe and inviting places that service the people who live in, work in or visit the city and gateway corridor. Key opportunities include creating a series of destination parks in key locations such as Haig Park and Sullivans Creek, and transforming Northbourne Avenue between the heritage-listed Sydney and Melbourne buildings (adjacent to the Alinga Street light rail stop) into an urban plaza with increased places for pedestrians, cyclists, outdoor cafes and landscaping and improved use of the heritage places.

Sustainable communities and urban culture

Providing diverse open spaces and developments with cultural and recreational facilities support a vibrant, diverse and connected community. A wider variety of cultural activities and a stronger evening and night-time economy is supported by renewing public spaces and buildings, and promoting mixed use development.

Active living for improved health and wellbeing requires spaces that enable workers, residents and visitors to incorporate physical activity into their daily lives. Collaborative planning and delivery is required to enable facilities and services to adapt and expand to meet changing community needs.

Urban renewal provides the opportunity for a broad cross-section of Canberrans, regardless of age, household size or tenure, to enjoy living in the city and gateway corridor. It will also help contribute to a zero emissions city that remains highly liveable in a changing climate.

Steps to implementation

Planning controls

Implementation of the Framework will require changes to the planning controls along the corridor. The dual planning controls of the National Capital Plan and Territory Plan require changes to both plans to ensure they are consistent in accordance with the [Australian Capital Territory \(Planning and Land Management\) Act 1988](#). Changes to their respective plans will be undertaken by the NCA and by the ACT Government through the Environment, Planning and Sustainable Development Directorate (EPSDD).

Changes to planning controls for the city and gateway corridor will reflect and support the Framework's objectives, and will include leading practice, performance based controls and design guidance that promote design excellence.

Infrastructure

Infrastructure improvements are required to accommodate increased densification, including upgrades to pedestrian and cycle routes to enable alternative transport options, stormwater and a renewed focus on open space and public domain to encourage active living for healthy communities. Social infrastructure, in particular, the provision of adaptive, flexible and integrated spaces are needed to support liveable communities.

Any infrastructure investments in the city and gateway corridor will be subject to future budget decisions.

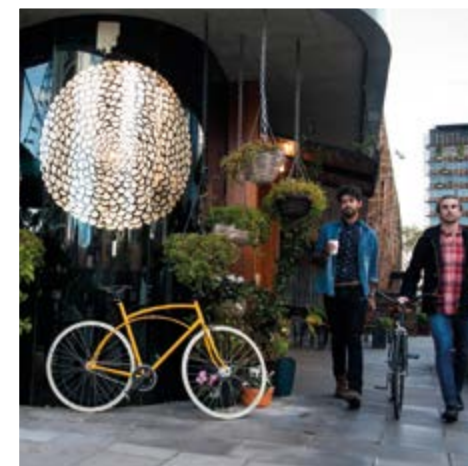
Implementation agencies

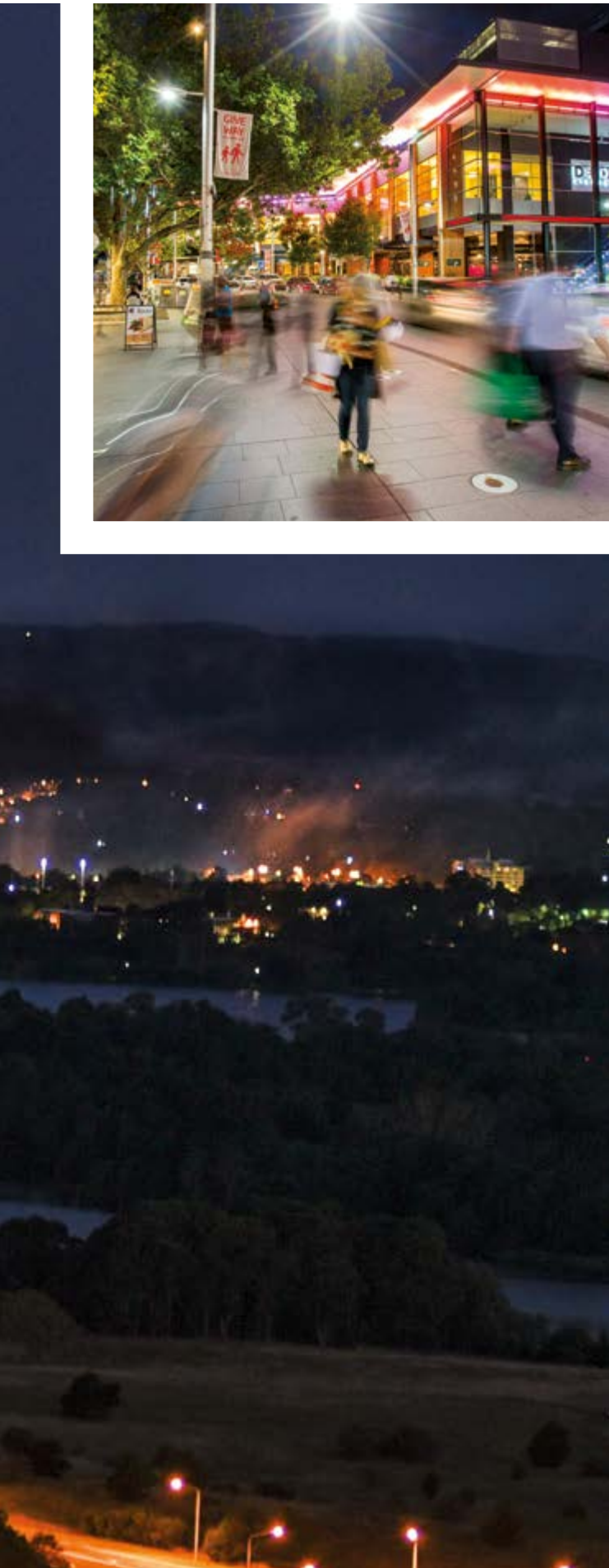
The City Renewal Authority (CRA) and the Transport Canberra and City Services (TCCS) Directorate have leading roles in coordinating, implementing and maintaining the physical changes to the corridor. This includes management of new development, construction of light rail, improved transport and active travel infrastructure upgrades, improvements to the open space in Haig Park and along Sullivans Creek, city centre activation, stormwater upgrades and land release. An implementation project will be subject to future budget decisions.

There are also a number of ACT Government directorates who work collaboratively to efficiently plan and deliver the necessary health, education, sport and recreation, and arts and cultural facilities for a growing and changing community.

‘...WHAT THE ‘BUSH CAPITAL’ LACKS IN
BIG-CITY TOUSLE, IT MAKES UP FOR IN
BIG-SKY BEAUTY, BREEZY CIVIC
PRIDE AND A DECIDEDLY HIPSTER
UNDERBELLY’

NEW YORK TIMES, EMMA PEARSE, 5 JUNE 2014





INTRODUCTION

The City and Gateway Urban Design Framework (the Framework) has been jointly prepared by the National Capital Authority (NCA) and ACT Government to set the principles for development and growth in the city centre and along the gateway corridor of Northbourne Avenue and Federal Highway.

Canberra's main avenues and approach routes have historically been subject to rigorous planning scrutiny by the NCA, and care has been taken to ensure suitably high standards of development and landscaping. A traveller's first perception of a city's character is gained upon approach and arrival. Design policies can ensure that travellers are immediately aware of the special symbolic and functional significance of the National Capital.

Urban renewal along this corridor and in the city centre provides an opportunity to revitalise central Canberra, demonstrate design excellence and celebrate Canberra's unique landscape character while placing more value on public places that prioritise pedestrians, cycling and public transport and the provision of social infrastructure required for sustainable communities.

Purpose of the Framework

The City and Gateway Urban Design Framework sets expectations and guides future development and urban renewal of the corridor. It will ensure a unified landscape and built form that responds to vision, place, community, character and function.

The Framework provides a collective long-term (2030+) vision and principles for this key corridor along four major planning themes, drawing upon the legacy of historic planning and contemporary design:

- City shape and urban built form
- Access and movement
- Better places and streets
- Sustainable communities and urban culture.

The Framework sets the policy context for the city and gateway corridor to ensure broader urban renewal and community benefits are achieved, including new business and lifestyle opportunities. It integrates existing government initiatives with long-term growth management and city shaping strategies and capitalises on the investment in Light Rail Stage 1.

Planning context

The Australian Government through the NCA, and the ACT Government share planning responsibility in the ACT. This includes a joint interest in and responsibility for development of the city centre, Northbourne Avenue and Federal Highway corridor. The NCA develops planning policy for their areas of responsibility, while the ACT Government implements this policy through the development assessment process and undertakes planning for the remainder of the Territory.

The role and responsibility of the NCA includes planning and design of the areas of special national significance within Canberra. Areas for which the NCA has planning responsibility include main avenues and approach routes. The Federal and Barton Highways form a principal northern approach route to the Capital, transitioning into Northbourne Avenue. The NCA's planning framework ensures that the bush capital character of the city is preserved.

The NCA has established design policies intended to guide development of the main avenues and approach routes to ensure the special significance of the approach to the National Capital is protected. These policies, contained within the National Capital Plan (NCP), provide for:

- marking the boundary of the ACT
- establishing a clear and identifiable route from the boundary to the symbolic centre of the city, by providing visual cues and strong structural links, for example, avenue planting
- building up expectations by progressively formalising the design character as travellers approach the Central National Area
- enhancing views to recognisable and popular images of the National Capital so as to further build expectation and define the approach
- ensuring that the structure, detailing and signage is consistent along each approach route into the National Capital.

Changes to the NCP and Territory Plan will help guide sustainable design outcomes in development. This Framework shall be read in conjunction with the NCP, any associated DCP and the Territory Plan.



National Capital Plan

The NCP is the strategic plan for Canberra and the Territory. It ensures that 'Canberra and the Territory are planned and developed in accordance with their national significance'. The NCP defines areas that have the special characteristics of the National Capital to be 'Designated Areas'. Having regard to approach routes and main avenues, the objective for planning and development is to establish and enhance the identity of the approaches to the Central National Area as roads of national significance and, where relevant, as frontage streets for buildings which enhance the National Capital function and as corridors for inter-town public transport.

There are some areas outside of the 'Designated Areas' that are important to the National Capital but not to the extent of Designated Areas. These areas are subject to Special Requirements additional to the requirements of the Territory Plan.

The Territory Plan

The object of the Territory Plan is to ensure, in a manner not inconsistent with the NCP, the planning and development of the ACT provide the people of ACT with an attractive, safe and efficient environment in which to live, work and recreate.

Outside the Designated Areas identified in the NCP, development approval is the responsibility of the ACT Government's planning authority and subject to the Territory Plan.

Changes to the planning controls as guided by this Framework will require a variation to the Territory Plan with changes to relevant Precinct Codes.



Development Control Plans

The NCP sets out Special Requirements for development of areas in the interests of the National Capital that are not 'Designated Areas'. These areas include land fronting the main avenues and approach routes to the National Capital.

In general, Special Requirements require the preparation of DCPs which are approved by the NCA to guide development in association with the Territory Plan.

Northbourne Avenue is subject to Special Requirements, however a DCP is not required. The NCA's interests in this avenue are reflected in a series of principles and policies contained within the NCP.

The subject sites are adjacent to:

- Northbourne Avenue, which is a Main Avenue as defined in the NCP
- the Federal Highway, which is an Approach Route as defined in the NCP.



The Griffin plan for Canberra

Walter Burley Griffin and Marion Mahony Griffin's plan for 'the ideal city' envisaged a place where the city and its landscape setting were in harmony.

The Griffin plan for Canberra created a showplace for the nation: a 'great democratic city' intended to provide a high quality of life for all of its citizens. Elements of the plan reflect these ideals, with generous provision of public open space, recreation and sporting facilities, cultural institutions, grand vistas and commemorative landmarks. The influence of contemporary planning and design ideologies at various stages of the city's evolution, combined with changes in its leadership and governance, have resulted in a multi-layered and responsive planning framework. The Griffin plan continues to provide the underlying blueprint and soul of the city, and ideas developed in successive planning initiatives continue to be influential in current planning policy, including:

- The Future Canberra (1965)
- Tomorrow's Canberra (1970) introducing 'new towns' and the Y-Plan
- The Griffin Legacy (2004)

The Griffin plan intended to be enduring and provides a robust framework that supports the city's growth in changing conditions. It is resilient and provides flexibility to changing needs in areas such as technology, demography, and economics. Canberra's structure reflects many components of the plan, however a number of its aspirations were never fully realised. Alterations to the plan, new plans and changing social trends over the past century have continued to influence the refinement of the planning framework, a process that must continue in order to ensure Canberra remains relevant, competitive and liveable.

Heritage

The ACT is rich in natural, architectural and cultural heritage. There are a number of sites with heritage significance within the city and gateway corridor, including:

- **Haig Park** - a registered heritage place with significance as a landscape feature and a planned mass planting of multiple tree species.
- **Sydney and Melbourne buildings** - heritage listed buildings with heritage values pertaining to Canberra's early planning and architectural history.
- **Northbourne Housing Precinct Representative Sample** – an important contribution to the development and provision of public housing in post-war Canberra.
- **Sullivans Creek** - recognised as containing heritage values of significance to Canberra's Aboriginal, settler, migrant and shared history.

The ACT Heritage Register contains further information about all heritage places and objects that have been nominated, provisionally registered and registered.

The ACT Heritage Council is responsible for the conservation and management of heritage places on the ACT Heritage Register. The Council's advice and/or approval is required for development affecting heritage places within the city and gateway corridor. The ACT Government has an obligation to ensure that identified assets are appropriately conserved, protected and managed in accordance with the [Heritage Act 2004](#).

ACT Government catalyst projects

The delivery of light rail is a strong catalyst for encouraging urban renewal, sustainable development and new investment in the city and gateway corridor. The first stage of light rail will link Gungahlin, Canberra’s fastest-growing residential district, to the city centre with high-frequency light rail services.

As part of the Commonwealth Government Asset Recycling Initiative (ARI), the ACT Government is embarking on the largest renewal of old government buildings and public housing in the history of self-government. This opens key sites in the gateway corridor for urban renewal, creating opportunities to re-imagine and redevelop significant parts of the corridor. Outdated government buildings and public housing are being replaced with quality modern residential and commercial development.

Area subject to the Framework

The area subject to the Framework (**Map 1**) includes the city centre and the linear corridor roughly 1km east and west of Northbourne Avenue (the city and gateway corridor), extending from Lake Burley Griffin to the Federal Highway up to the ACT border. The area is characterised by a mix of residential, commercial, community and open spaces.

It is important to note that the transport and movement section of the Framework takes into account the broader metropolitan context of north Canberra, including the peripheral arterial network of Gungahlin Drive and Majura Parkway.

Population growth

Canberra’s population growth is anticipated to reach around half a million people by 2031. The population of the city and gateway study area, currently about 54,000, is projected to reach 71,000 by 2031.

Population growth in the city and gateway corridor must be carefully managed to ensure it builds, rather than diminishes, the attractiveness and liveability of our city. It will be important to ensure that development delivers a variety of housing, services and facilities that support a diverse urban community, and generates economic benefits.

TABLE 1: Estimated population growth in the City and Gateway study area

STUDY AREA	ESTIMATED POPULATION		
	2016	2031	CHANGE BETWEEN 2016 AND 2031
City, Acton, Reid and southern Braddon	9,050	15,200	6,150
Corridor along Braddon, Turner, O’Connor, Lyneham, Dickson	13,100	16,500	3,400
Corridor along Downer, Watson, Lyneham and Mitchell	7,500	11,600	4,100
Surrounding areas of Inner North adjacent to study area boundary	24,500	28,000	3,500
Total study area and surrounding areas	54,150	71,300	17,150

SOURCE: ABS and EPSDD 2016

MAP 1: Area subject to the Framework



- Study Area

City Renewal Authority area of responsibility

NCA area of interest
1. EPIC

2. Downer

3. Dickson
4. O'Connor

5. Ainslie

6. Haig Park
7. Braddon

8. City Centre

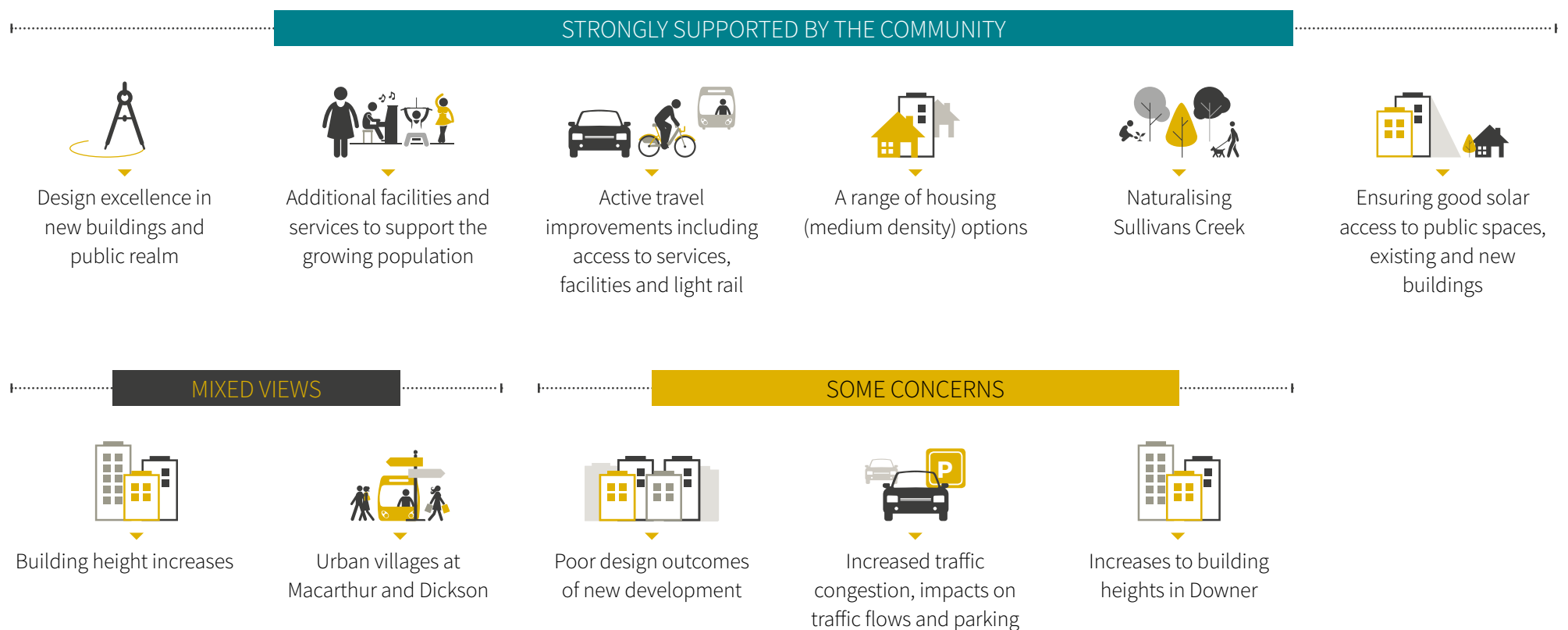
9. ANU

Messages from the community

Stage 2 community engagement on the Draft Framework was undertaken between 1 March and 6 May 2018. This process built upon the outcomes of Stage 1 engagement on the City and Gateway Urban Renewal Strategy Discussion Paper, which was undertaken by the ACT Government during 2015-16. The purpose of Stage 2 engagement was to provide feedback about the changes proposed for the City and Gateway Corridor and seek feedback from the community, key stakeholders and government agencies.

Stage 2 engagement involved a range of activities including 'Meet the Planners' sessions, meetings with community groups, a community workshop, government interagency meetings, presentations to key stakeholders and online engagement platforms. The process resulted in the receipt of 145 written submissions. Key messages are summarised in **Figure 2**.

FIGURE 2: Key messages from Stage 2 community engagement



Further information about Stage 2 community engagement is provided in the City and Gateway Draft Urban Design Framework Community Engagement Report – Stage 2.



Spatial Framework

The Spatial Framework map (**Map 2**) sets out the long-term structure of the city and gateway corridor. It shows how land use, public domain and connections could be arranged and delivered. The Spatial Framework map articulates an integrated vision for this key corridor, drawing upon the National Capital's rich planning legacy and bringing key ACT Government initiatives together.

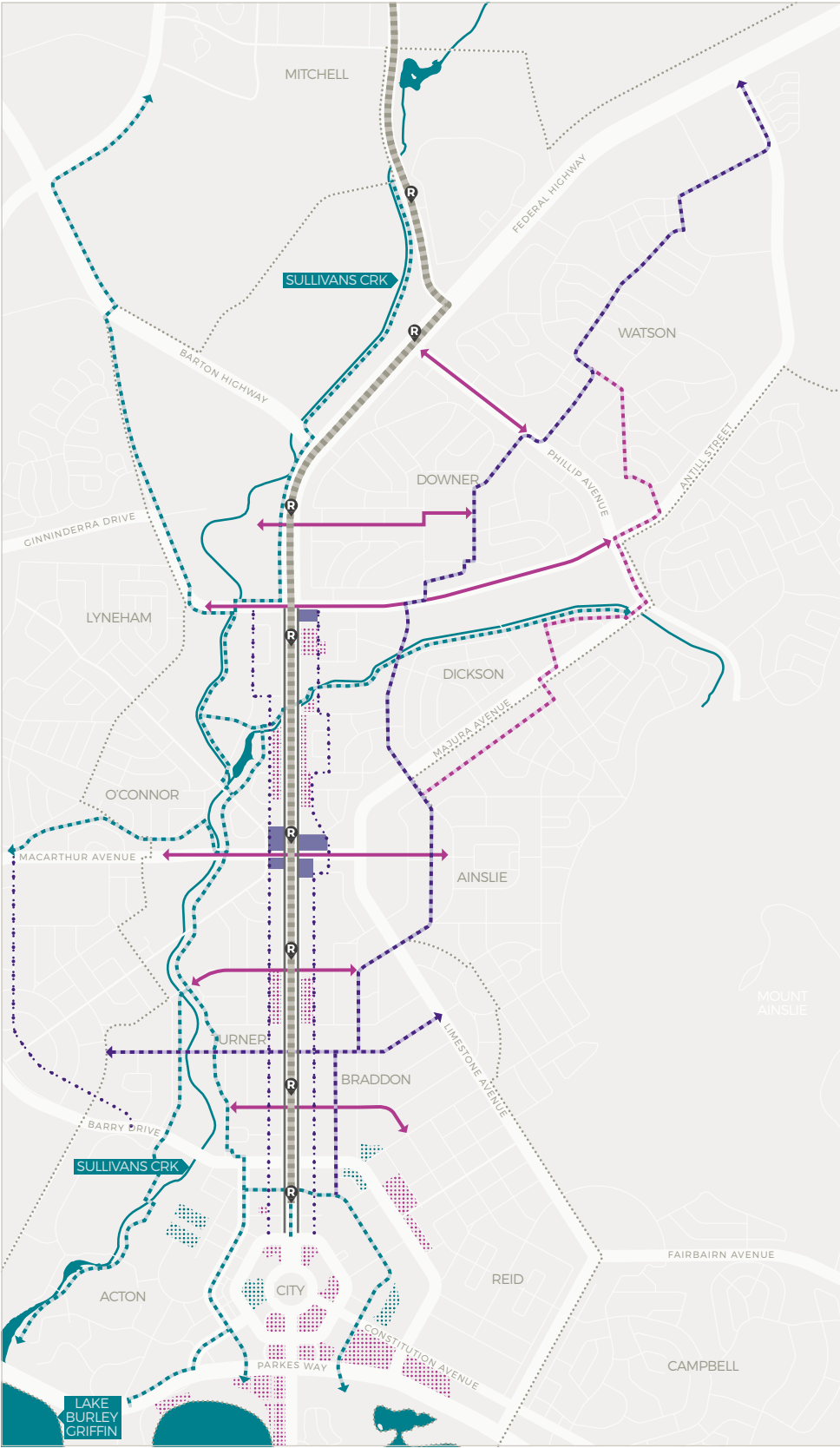
Northbourne Avenue and the Federal Highway form a central spine through Canberra's Inner North. The introduction of light rail, combined with coordinated renewal activity could support the long term revitalisation of the corridor to achieve the following strategic outcomes:

- Sullivans Creek forms the spine of an integrated mesh of parks and green spaces that offer high quality recreation and a safe, welcoming and pleasant active travel route.
- Northbourne Avenue and key light rail stations at the Dickson and Macarthur nodes create a distinctive approach to the National Capital and a sequence of progressively urban places that link the surrounding bush and grassland to the urban heart of Canberra.
- The city centre is the strategic central focus of Canberra, and the northern apex of the National Triangle. It is a place that complements the wider network of town centres and showcases the increasingly cosmopolitan city life that Canberra is known for.
- Canberra is recognised as a city that promotes walking and cycling for recreation and commuter purposes. Its highly efficient public transport and road network underpins the city's polycentric urban structure and provides direct and convenient access between the districts, centres and destinations of Canberra.
- An integrated network of inviting, safe and inclusive urban places and streets are woven together, complementing the city's distinctive green spaces and generous tree lined streets.
- Canberra builds on its liveable and connected neighbourhoods and ensures people have access to community and recreation infrastructure to build social capital and successful communities.

Future changes to planning controls

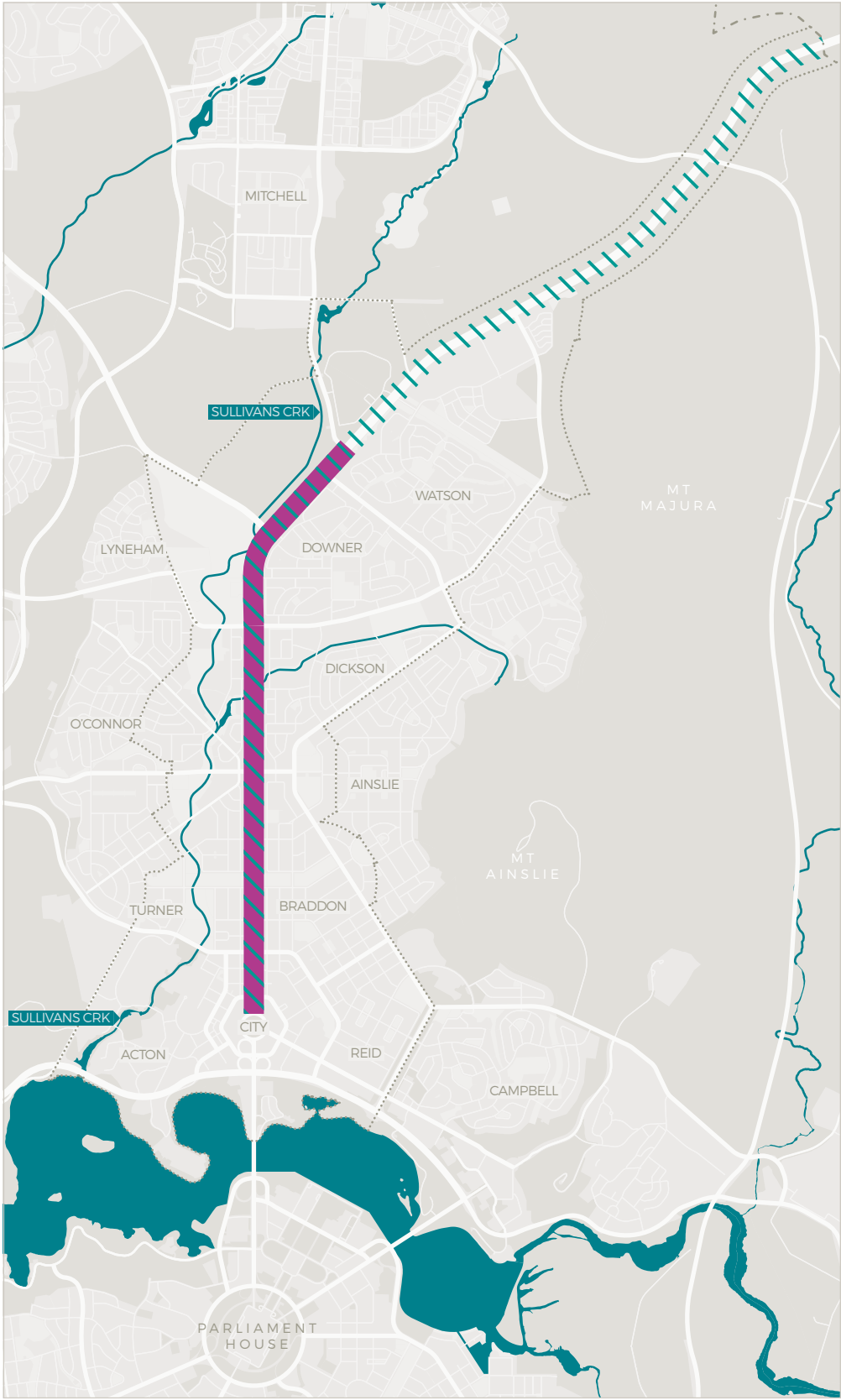
Map 3 identifies the areas for future changes to planning controls as part of an amendment to the National Capital Plan and a variation to the Territory Plan.

MAP 2: Spatial framework



- Government renewal sites
- Major development sites
- Urban nodes
- Light Rail stops
- Garden City Cycle Route
- Principle Cycle routes
- Garden City Cycle Route Alternative (infill)
- Active Travel Streets
- Cycling Connector Streets
- Light Rail Alignment

MAP 3: Application areas for future revised planning controls



- ACT Territory Plan variations
- NCP Amendment

Vision

Informed by the community, the Framework is underpinned by the following vision:

A RENEWED CITY AND GATEWAY CORRIDOR WILL CREATE A DISTINCT SENSE OF ARRIVAL IN THE NATIONAL CAPITAL AND CANBERRA’S LIVEABILITY WILL CONTINUE TO BE HIGHLY RECOGNISED NATIONALLY AND INTERNATIONALLY, PROMOTING OUR CITY AS A PLACE FOR BUSINESS, EDUCATION, ART AND URBAN CULTURE.

Strategic Goals

- an identifiable approach, which increases in formality as it gets closer to the city centre and Central National Area, and which clearly signifies the symbolic and functional roles of the National Capital;
- a renewed city and gateway corridor with easy to access, people-first destinations that offer unique business opportunities and a wide range of lifestyle options for diverse communities and a distinct urban culture;
- a design-led approach to development and urban renewal with a focus on high quality interfaces between built form and urban landscapes, and with outcomes- and performance-based planning controls to guide design excellence, housing choice and sustainability innovation;
- the city centre as the cosmopolitan heart of Canberra with a clear sense of arrival and better place making to make the public domain and city destinations more inviting for people to visit, linger and interact;
- transforming Northbourne Avenue to be a transit boulevard supporting increased passenger capacity and reduced through-traffic over time while ensuring the continued effective function as a main avenue and approach route;
- a sustainable and balanced movement network with greater provision and priority for pedestrians, cyclists and public transport users;
- a landscape setting, green open space network for climate control and responsive social infrastructure that combine to improve liveability, recreation and play; and
- works within and adjacent to the road reservations are carried out to the highest standards, 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.

Urban renewal principles

Urban renewal principles are drawn from the conversation with the community and underpin the vision for the corridor and articulate the desired outcomes for development and urban renewal of the city and gateway corridor:



RENEW

the city centre as the CBD and cosmopolitan heart of Canberra.



REVITALISE

Northbourne Avenue as a world-class boulevard supporting sustainable modes of transport.



FOSTER

nodes around Macarthur and Dickson light rail stops, each with a distinctive character and sense of place.



STRENGTHEN

Canberra’s unique landscape setting and bush capital character to improve liveability and mitigate the heat island effect.



INVEST

in quality of the social infrastructure, open space network and urban parks to improve recreation, play and community support.



DELIVER

human-scale places with furniture, landscaping, kiosks and public art.



IMPLEMENT

sustainable and balanced movement network with greater emphasis and provision for walking, cycling and public transport use.



INCENTIVISE

innovative and sustainable design that respects people, place and the planet.



CITY SHAPE AND URBAN BUILT FORM

This chapter articulates the preferred city shape for the city and gateway corridor, its character areas and urban design guidance for buildings and public domain. Its principles will guide contemporary built form and deliver a wide range of urban experiences and opportunities through new development and urban renewal.

City Shape

Integrated within Walter Burley Griffin and Marion Mahony Griffin's vision for Canberra, the city centre will take its place as the cosmopolitan core and retain prominence as the northern apex of the National Triangle (**Map 6**).

Recent years have seen a revitalisation of the city centre and its fringes. World class architecture and placemaking at New Acton, combined with renewal in Braddon, have redefined the offer and character of the city centre and its precincts. Redevelopment at the ANU and new buildings within the city centre is resulting in pockets of exceptional quality and vitality.

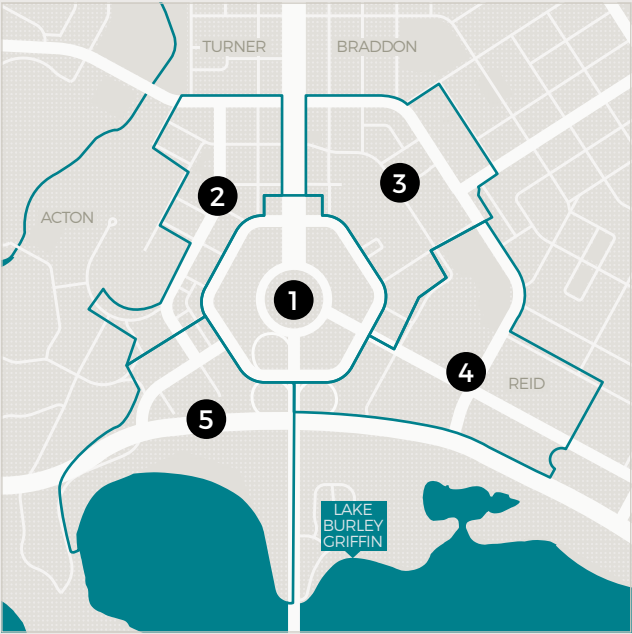
Gaps in the city centre's urban fabric continue to be pronounced, with up to 20% of the total land area yet to be developed. Car parking sites dominate the central core, particularly within the City Hill precinct, highlighting a challenge unique to planned cities and leading to perceptions of the city as a disconnected centre lacking identity and soul.

The Framework builds upon the 'good bones' of the existing city structure and planning legacy of Canberra's early conception. The bush capital legacy allowed for capacity in the city centre and corridor to accommodate significant urban population growth without the loss of amenity that makes Canberra a great place to live, work and visit.

One of the key features of this legacy is Canberra's unique landscape setting. Our city's urban forest and green open spaces provide not only natural amenity, recreation and wildlife corridors, they also increase our resilience to climate change and help mitigate the heat island effect from the built environment.

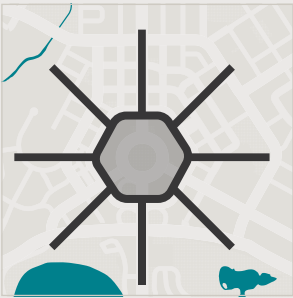


MAP 4: City Precincts



- 1. City Hill
- 2. City North-West
- 3. City North-East
- 4. City South-East
- 5. West Basin

MAP 5: Reinforce and realise Griffin's structure



Map 5 shows the formal avenues converging on London Circuit form a unique structure that should be celebrated and reinforced. London Circuit functions as a central unifying street connecting all activity sectors of the city.

MAP 6: The apex of the National Triangle



Map 6 shows a strong synergy can be fostered between the city centre and key event and entertainment facilities in the National Triangle.

Intent

The Framework recommends that a modest additional share of city wide growth be directed towards the city centre to reinforce its role as Canberra's prime centre and significant employment node. Growth will increase population, stimulate business and economic activity, encourage competition and innovation, and sustain a lively and appealing public realm.

This guidance reinforces the vision and key initiatives outlined in The City Plan (2014) (Maps 4–6), and sets the policy context to support the future implementation and delivery objectives of the City Renewal Authority (CRA). The following themes categorise the key areas of focus:

Growth

The Framework estimates that up to 8,000 new dwellings and 12,350 new jobs could be accommodated in the city centre by 2031. Like all modern cities, the biggest test will be to successfully integrate this growth within the complex tapestry of our existing centre. The farsighted policy context set by the Framework will ensure that future transformation is delivered in a strategic and coordinated manner to revitalise the city centre and bring about positive change.

The Framework concentrates growth and development at strategic locations within the city centre. This approach will deliver sought after amenity through convenient access to public transport, mixed land uses, public place upgrades and improvements to the pedestrian and cycling networks.

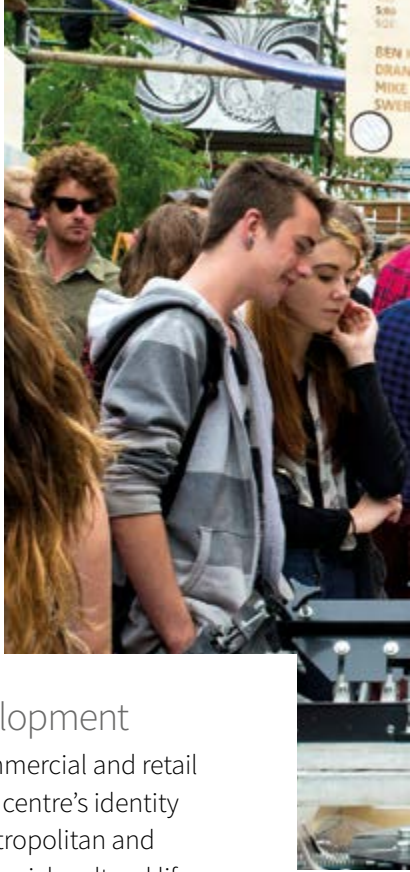
Land use and development

Increased residential, commercial and retail uses will reinforce the city centre's identity as Canberra's primary metropolitan and commercial centre, foster a rich cultural life, increase activity and underpin a strong regional economy.

New and innovative forms of mixed-use development will boost the appeal of inner-city living for a variety of demographics, including families. The emphasis is on creating high-quality streets with ground-floor frontages that contribute to socially inclusive, people-orientated places.

Filling gaps in the existing urban form has been given priority over increases in height entitlements within the city centre; aligning with key Government objectives to support the city centre to achieve its full potential and adding momentum to major city building initiatives.

The City Plan (2014) and City Action Plan (2016) set out a series of initiatives to encourage investment within the city centre, improve amenity and support cultural initiatives. The realisation of the city as a complete, vibrant and people-oriented centre will be critical to realising this objective. Precinct-based place strategies for the city centre, including Braddon, will guide developments to achieve this goals in the future.





Active Travel Connections (includes transport and movement)

Urban renewal offers an excellent opportunity to reinforce and consolidate the core of pedestrian activity around key destinations in the city centre, including the city centre transport interchange on Northbourne Avenue/Alinga Street, City Walk, Garema Place, Haig Park, Braddon commercial precinct, Glebe Park, City Hill, the ANU and New Acton. Additionally, initiatives such as place improvements and development expansion in West Basin will strengthen and complete this existing offer in future years.

Important priorities for achieving better active travel connections to and through the city centre will be to increase activity along existing and future key pedestrian routes and reinforce links with the wider pedestrian and cycle path network. The city's urban structure and street network lend themselves well to this approach. It also supports the integration of an intricate, layered urban structure and encourages human-scale development.

In addition to generating activity and improving conditions for pedestrians, a number of initiatives are underway to improve the strategic cycle network in the inner north. This will have direct benefits for the city centre, as it aims to connect the city, town centres and the Parliamentary Zone. Key routes that will support this initiative include Sullivans Creek, the Garden City Cycle Route, the City Cycle Loop and protected cycle lanes on Northbourne Avenue.



Public places

Increasing numbers of people living within the city centre will drive demand for diversity in the retail, hospitality and cultural sectors and strengthen day and night-time economies. This in turn will support ground floor building activation and generate activity in adjoining public places. Investment in human-scaled spaces and improved pedestrian connections will make it easy to move between destinations, creating more footfall for local businesses and encouraging people to stay longer, which reinforces the objective of bringing more life to public places and streets.

Landscape and open space

The ACT Government and the NCA are focused on high quality, well designed and mixed-use development within the city centre, at nodes and along Northbourne Avenue.

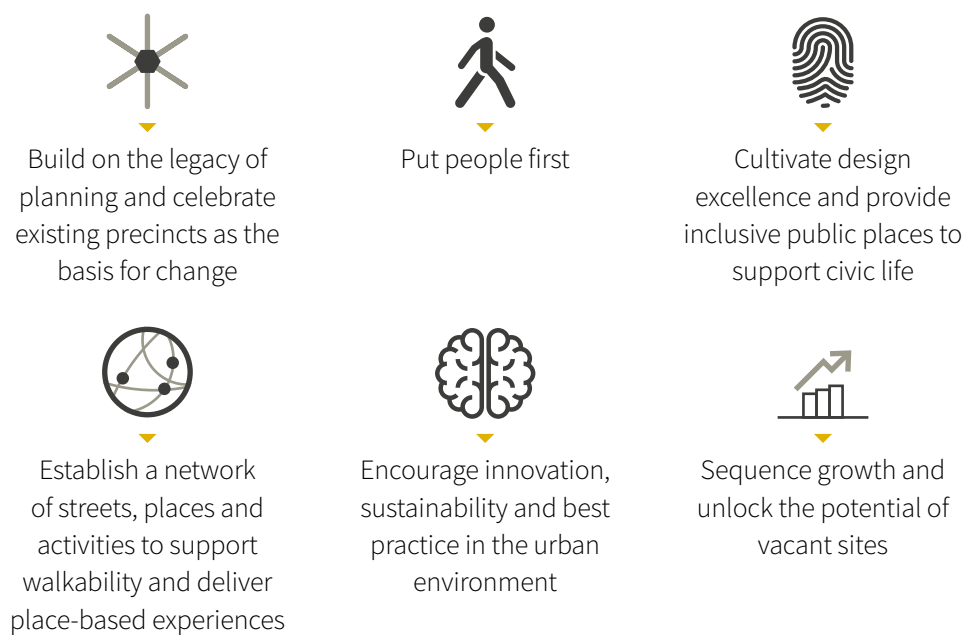
With Canberra's roots deeply embedded in the Garden City and City Beautiful movements, the association between built form and landscape character is intrinsic to Canberra's identity. In the city centre, this relationship is evident through features such as large canopy deciduous trees, tree planting arrangements and urban parks.

The landscape setting will continue to play an important role in the future of the city centre. This will be demonstrated through existing amenity such as the Ainslie Avenue green space, Glebe Park and Commonwealth Park, Haig Park along with new urban parks and green space at West Basin, City Hill Park and beyond.



Principles

SIX PRINCIPLES have been established to guide urban renewal in the city centre. These reinforce the focus areas identified above and inform the place based content outlined in the City Centre Framework.

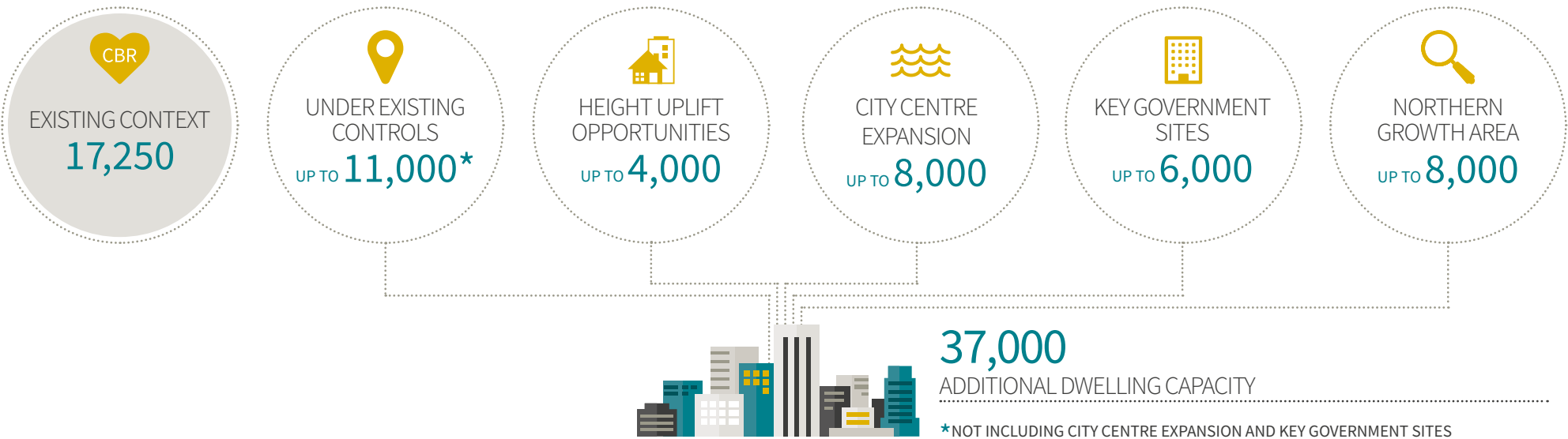


Residential capacity

Given the future demand for residential development, it is important to understand what capacity exists in the city and gateway corridor (**Figure 3**). Currently, it is estimated that there are 17,250 dwellings in the area and it has an overall growth capacity of 37,000 new dwellings.

Several opportunities exist for renewal of existing developments and underutilised sites. For example, the city centre sites in the City Hill precinct around London Circuit are future development sites and currently used as surface car parks, and the land adjoining Parkes Way is vacant. Also, around two-thirds of development facing Northbourne Avenue is yet to reach permitted building heights.

FIGURE 3: Corridor growth capacity for up to 37,000 new dwellings



Urban form and renewal approach

Various scenarios were developed to explore the relationship between density, the footprint required to accommodate growth and various city shape outcomes. Stakeholder feedback in design charrettes and workshops indicated a preference for a ‘hybrid’ renewal approach based on the following urban intensification characteristics:

- **FOCUS** new development in the city centre and along Northbourne Avenue, taking advantage of key government-owned sites to reinforce the Avenue’s significance as an important national approach route for the National Capital.
- **INTRODUCE** east-west connecting nodes with mixed uses and higher densities in convenient and attractive locations around light rail stations, with better pedestrian and cycle links to existing neighbourhoods, to complement renewal along Northbourne Avenue.
- **ENCOURAGE** development and redevelopment within existing centres, including the city centre, Braddon and Dickson, to foster the renewal of public places and vibrant, street-level activity centres.
- **INTRODUCE** limited new development along selected sites adjacent to open spaces, such as Sullivans Creek, to encourage better safety and surveillance.
- **ENCOURAGE** continued development in the Urban Residential Zones (RZ3) and Medium Density Residential Zones (RZ4) adjacent to Northbourne Avenue and in the northern growth area, and aim to deliver improved design and landscape quality, sustainability performance and a greater choice of housing types.

Figure 4 conceptually illustrates this preferred hybrid scenario. Based on current trends, future development is likely to be predominantly multi-unit housing along the corridor and at commercial centres. Key opportunities exist to encourage a greater diversity of building forms, designs and housing types, along with appropriate community infrastructure and open space provisions, to provide for a range of demographics and levels of affordability. Infill housing close to services and employment offers opportunities to reduce ongoing costs of living and car reliance, providing advantages for first home buyers, the elderly and people with mobility constraints. Mixed use sites and the realisation of nodes also provide key opportunities to incorporate flexible space for a variety of community functions.

FIGURE 4: Preferred urban form

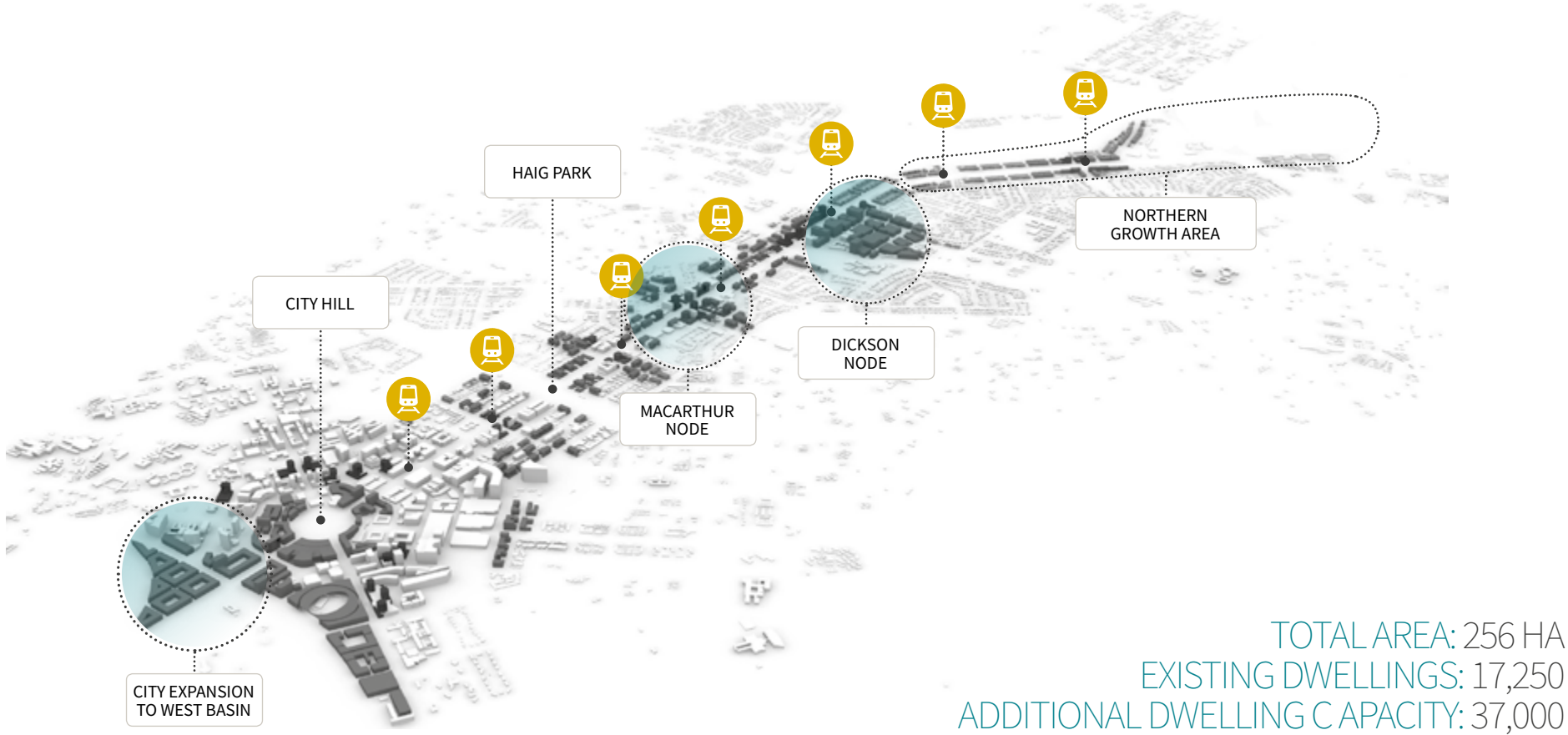
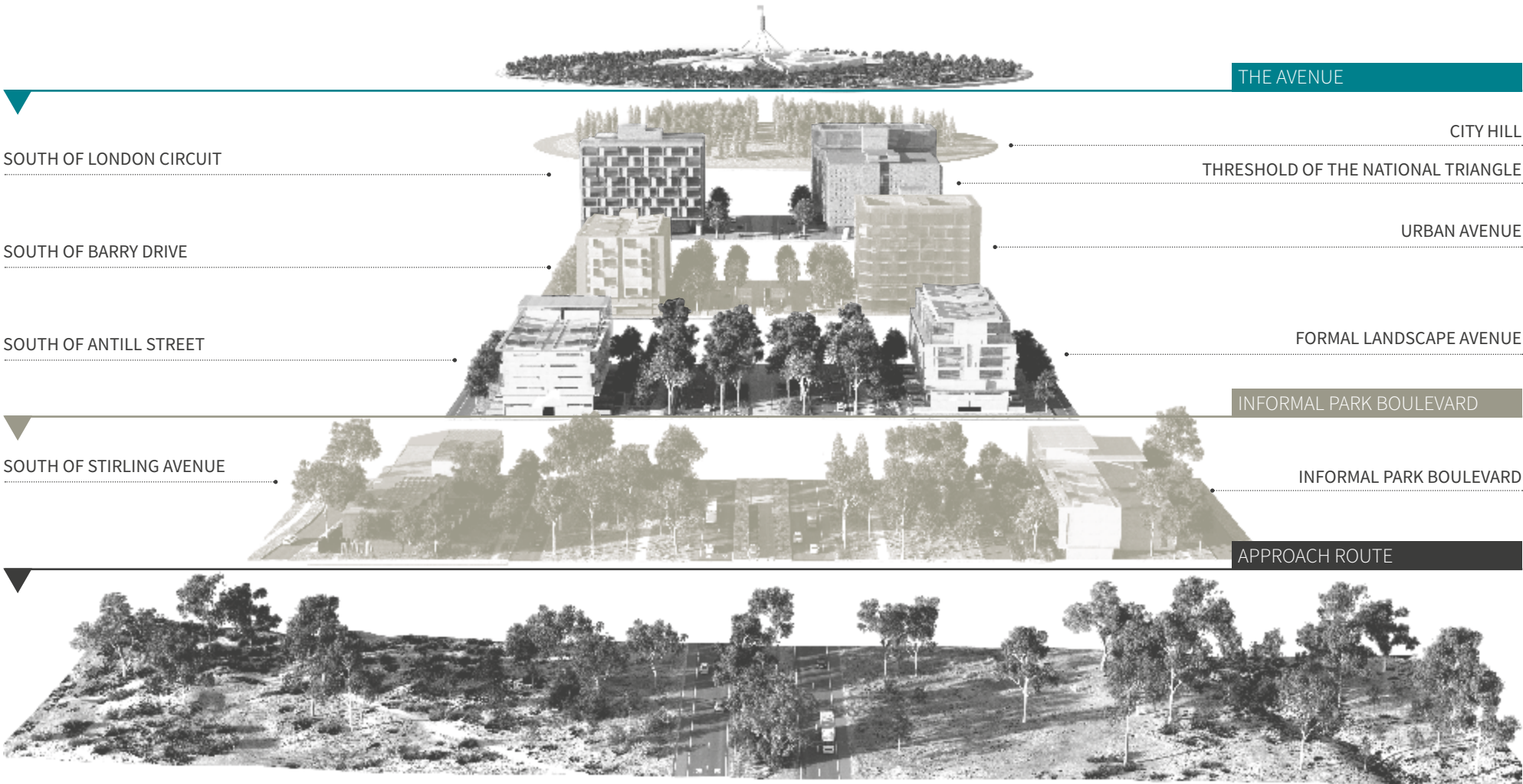


FIGURE 5: Corridor character areas



Intent of the urban form

The preferred urban form respects Canberra's character as a city in nature and strengthens the relationship between buildings, streets and the landscape. The hierarchy of buildings and landscape in the valley is clearly defined, with nationally significant buildings, the city centre and clusters of buildings at key nodes protruding above the tree lines; and other building heights either at or below the tree line:

- **INTEGRATION** - Ensure buildings are generally integrated with public spaces and the broader landscape and mostly sit at the tree line of large street trees. Buildings are of high design quality and engage with public spaces and streets at ground level.
- **HIERARCHY** - Recognise the hierarchy of buildings in relation to the landscape and the importance of taller landmark buildings in key locations of the city centre and at key nodes along the corridor, such as the Macarthur and Dickson node locations. These landmark buildings will stand above the treeline and punctuate the skyline to make a positive contribution to the shape and character of the approach route into the city centre.
- **LANDSCAPE** - Ensure that buildings demonstrate the relationship with the landscape by allowing landscaped spaces to flow around buildings and provide cooling and seasonal climate control to mitigate the heat island effect. This will also assist in the implementation of a 'people first' approach to provide comfortable and walkable spaces between buildings.
- **DWELLING TYPES** - Encourage a greater choice of dwelling types, building designs and diversity of building heights, with higher densities and mixed use close to the Avenue. Buildings should be designed to provide a gradual transition to lower densities as you move away from the Avenue.
- **RESILIENCE** - Ensure that streets and public places retain and promote an urban forest and improve our 'living infrastructure' to increase the city's resilience to climate change and provide a city for all seasons. Urban design, landscaping and shading will help to keep the city cool during heatwaves and permeable surfaces will reduce stormwater run-off, retaining moisture in the landscape. This will provide more shade, thermal comfort and amenity for pedestrians and cyclists and therefore help promote active travel.

The roles of the city and gateway corridor

NATIONAL AND INTERNATIONAL ROLE: The design of Northbourne Avenue should be of a standard that places it alongside other significant urban boulevards in Australia and overseas. Northbourne Avenue should be distinguished by a formality that is uniquely Australian. Spatial experiences include the transition from a ‘bush capital’ character to a progressively more formal boulevard towards the city centre.

CANBERRA AND ACT: Northbourne Avenue must function as more than a ceremonial route. The symbolic and civic functions should be reconciled with the role of the avenue as a forum for the daily life of the city and as a focus for the community. Future development must also provide improved pedestrian and cycling connections along and across the Avenue.

CITY AND INNER NORTH: A key objective will be to broaden the perception of Northbourne Avenue beyond that of an urban arterial road providing for high volumes of through traffic. A greater level of priority will be given to people and their activities. The amenity of people and their active travel experience will be considered including convenient connections and wide, shady tree-lined footpaths providing excellent pedestrian and cycle accessibility and amenity, along and across the Avenue.

Approach to the National Capital

Development from the ACT border to the city centre will progressively transition from an informal bush and grassland character to a formal, structured boulevard, which terminates at City Hill. This Framework articulates design guidance for three distinctive character areas along Northbourne Avenue, that each mark a different stage in the transition from rural bushland to city centre. This transition will be achieved through changes in building height, setbacks, and landscape character.

The three character areas are described below and illustrated in **Figure 5**.

Approach Route

TPOLOGY: TUSsock GRASSLAND, SAVANNAH WOODLAND AND DRY SCLEROPHYLL FOREST.

This character area of the approach route sits along the Federal Highway and is identified as an Approach Route in the NCP. The natural setting of Mount Majura reserve and the surrounding rural setting are important features of this area.

Informal Park Boulevard

TPOLOGY: BUILDING TO BUILDING CORRIDOR WIDTH VARIES BETWEEN 100M TO 140M, 3-5 STOREYS

The entrance to Canberra along the Federal Highway via Watson and Downer reflects the current landscape-rich character and generous, park-like boulevard, with buildings generally sitting below tree height.

The Avenue

Formal Landscape Avenue

TPOLOGY: 80M BUILDING TO BUILDING CORRIDOR WIDTH, UP TO 8 STOREYS (27.5M)

This character area represents an urban threshold that starts at the junction of Northbourne Avenue and Antill Street.

This point marks the commencement of a wide planted median and marker buildings along the Dickson centre frontage onto the Avenue.

It continues south along Northbourne Avenue until Barry Drive, with building heights generally at the tree canopy height. There are opportunities for higher marker buildings at the junction of Macarthur Avenue to recognise it as an important point in the Griffin plan, providing improved east-west pedestrian connections to the adjacent suburbs.

The landscape is integral to the design and character of the Formal Landscape Avenue. High quality buildings are set back 10m from the Avenue, establishing a comprehensive tree-covered boulevard.

Urban Avenue and the threshold to the National Capital

TPOLOGY: 40M AND 60M BUILDING TO BUILDING CORRIDOR WIDTH, UP TO 8 STOREYS (27.5M) (UP TO RL617 FOR LANDMARK BUILDINGS)

The character areas between Barry Drive/London Circuit (60m building to building) and London Circuit/Vernon Circle (40m building to building) have a greater focus on pedestrian activity along the Avenue, with a 0m building setback. The design of the boulevard and street verges has a more formalised urban character.

THE APPROACH ROUTE

THIS CHARACTER AREA EXTENDS FROM THE ACT BORDER TO THE INTERSECTION OF THE FEDERAL HIGHWAY WITH FLEMINGTON ROAD.



Objectives

Objectives are to:

- Heighten the traveller's first perception of approach and arrival in order to enhance recognition of the special symbolic and functional significance of the National Capital.
- Ensure Canberra's unique setting within the natural landscape is reflected in the sensitive design and landscape treatment for the highway which reinforces the perception of the National Capital.
- Recognise the significance of views to the surrounding hills and ensure engineering structures respect the landform and landscape patterns.

These detailed conditions are concerned with achieving awareness of this special significance through the following:

- marking the boundary of the ACT
- establishing a clear and identifiable route from the border to the Central National Area, the symbolic centre of the city, by providing visual cues and strong structural links
- building up expectations by progressively formalising the design character as travellers approach the Central National Area
- enhancing views to recognisable and popular images of the National Capital so as to further build expectation and define the approach
- ensuring that the structure, detailing and signage is consistent along each approach route into the National Capital.

Development within the Federal Highway Approach Route from its intersection with Flemington Road to the ACT border is to comply with the detailed conditions.

Landscape

Major landscape realms

The Federal Highway is divided into two broad realms for the purposes of detailing landscape patterns. They are a Rural Realm and an Open Parkland Realm (see Figure 127 of the National Capital Plan 'Federal Highway landscape realms and patterns and **Map 7**).

RURAL REALM: identifies the location of Canberra and establishes the setting of the 'bush capital'. The pastoral setting is a cultural and historical reminder and recognises that the colour and scale of the landscape are important in creating an identifiable and memorable image. Views to the Gungahlin ranges and Black Mountain should be maintained and enhanced.

OPEN PARKLAND REALM: emphasises reflection of the rural landscape, (but with a designed park-like landscape quality), and introduces the visitor to the planned 'garden city' image. Planting and development patterns are to allow filtered horizontal views.

Landscape patterns

Driver experience should be modulated through a series of distinct landscape patterns which identifies a change in landscape character from an informal planting, open, rolling, rural landscape to a regular planted, closed, dense canopy pattern of the semi-urban landscape.

To assist the understanding of the landscape patterns and where they apply, the highway has been broken into sections starting at the ACT border.

PLANTATION GATEWAY (0.0-0.4KM):

creates an introduction and announces the imminent arrival of the visitor in Canberra by establishing appropriately designed tree planting that relates to the rural landscape, but is distinct in character. Within the road reserve, the policy is to develop a formal plantation in the verge and median of the highway.

SAVANNAH WOODLAND (0.4-0.8KM):

reinforces the existing woodland character by maintaining and enhancing the indigenous eucalypts in small groups and individual specimens in the median and verges, and ensures the character is of an open canopy giving a parkland appearance.

TUSSOCK GRASSLAND (0.8-1.4KM):

establishes a grassland community and complements the savannah woodland character of adjacent sections of the highway. It does this through broad scale planting of road verges with native grasses and herbaceous plants with low grasses in medians.

SAVANNAH WOODLAND (1.4-2.8KM):

reinforces the rural pastoral character by planting and protecting indigenous eucalypts in small groups and individual specimens in the median and verges, generally widely spaced, leaving an open canopy and giving a parkland appearance. Residential views are to be screened and views opened up along open space corridors.

OPEN FOREST/WOODLAND (2.8-4.0KM):

reinforces the open forest character of this part of the highway. The policy is to resolve secondary access to rural properties while maintaining continuity of the approach route, and to allow short, filtered horizontal views. Median planting is to be informal and should reinforce existing native planting as well as introducing grouped accent planting.

FILTERED SEMI-URBAN (4.0-5.4 KM):

creates a transition from woodland to the contrasting closed corridor section of Northbourne Avenue and develops a 'secondary' gateway with designed Avenue planting to create a strong contrast with the rural landscape as the introduction to urban Canberra. Direct views should focus along the approach route. The built form should be screened through the use of plant material.

Cultural landscape features

Maintain the significance of the Remembrance Parks through enhancement of their location and access in association with a visitor lay-by, by providing interpretative material, and by the possible extension of areas for planting.

Border identification and marker

Ensure the identification of the ACT by the placement of a marker at a safe and appropriate location, possibly in conjunction with a visitor lay-by. The marker should be similar in form and design to the existing marker but should also include heraldic features which signify the symbolic and functional role of the city and which establishes a relationship to signs and institutions in the Parliamentary Zone. There should be clear lateral views to the border marker; and introduce specialty lighting to highlight the ACT marker. If practical, up-lighting of the border marker and adjacent tree canopy should be used.

Access limitations

From Antill Street to the intersection with the realigned Majura Road, access will not be permitted on the southern side of the highway except to Valour Park. From the intersection with the realigned Majura Road to the ACT border, no access will be permitted except to a visitor lay-by.

On the northern side of the Federal Highway, access will be permitted only in the short term to 'Arnold Grove', 'Bendora Riding School', the AGL lease, and 'Canberra Park' while longer term access is expected to be provided from within Gungahlin.

Intersection design

The continuity of the north/south carriageway driver experience should be reinforced. The Majura Road/Horse Park Drive grade separated intersection should reinforce the visual dominance of the Federal Highway, to maximise views and ensure the least disruption to the landform.

Medians and verges

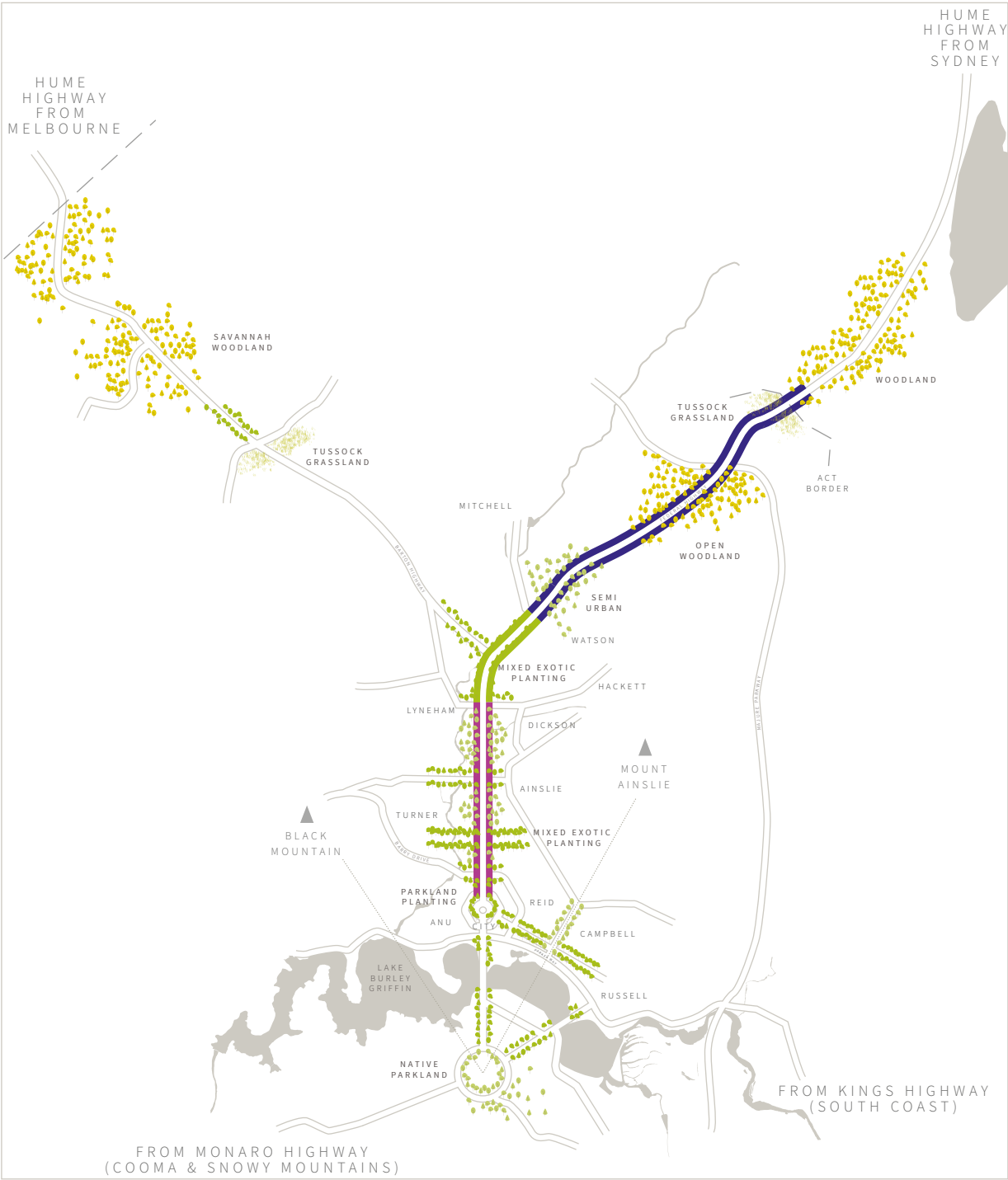
Medians and verges are to provide the opportunity for reinforcement of landscape themes and realms.

Medians should be of a sufficient width to accommodate the appropriate landscape treatments for each landscape realm and pattern and generally be not less than 20m wide.

Visitor lay-by

Ensure access to a visitor lay-by at a convenient location for visitors to stop.

MAP 7: Precinct landscape qualities



● Approach Route ● Informal Park Boulevard ● The Avenue

Carriageways

Roadworks are to minimise the impact on the existing topography. Cuts and fills associated with the design and construction of the highway and associated roadworks are to be kept to a minimum. The highway is to be designed to ‘fit’ within the landscape and topography. Where possible, the two carriageways are to be designed independently and separated both vertically and horizontally so as to ensure integration into the topography. Road surfaces should be of asphaltic concrete with a clean edge, unless other materials are shown to be more appropriate.

Equestrian trails

- Ensure the design of the highway incorporates appropriately located and connected underpasses for equestrian use and facilitates the continuation of existing equestrian trails; and
- Enhance where possible, the trail concept with provisions for additional facilities at appropriate locations.

Lighting

Where provided, lighting should reinforce the design intent of the Federal Highway as a ‘rural’ highway road. Further, the colour temperature of the lights should be such that the true colours and features of the landscape are perceived. Light spillage is to be minimised to prevent unnecessary night sky illumination.

Signs

Ensure informative, well presented, factually correct and relevant visitor information is displayed on signs and boards and plays a key role in informing the visitor. Ensure information signage conforms to a uniform standard for Approach Routes. All signs which do not need to be read from the road, such as interest group signs, are to be located in a visitor lay-by. Information appropriate for inclusion in visitor lay-by signage includes:

- **NATURAL LANDSCAPE** - environment information regarding the distinctive natural landscape and features
- **CULTURAL/HISTORICAL LANDSCAPE** - information regarding Aboriginal history and influences and early European settlement and impact
- **SITING OF CANBERRA** - diagrammatic development of Canberra, basic structure of Canberra’s layout including important features and elements, monuments and institutions
- community organisations and relevant local information.

Visitor directional signage, other than in the visitor lay-by, will be permitted where shown on Figure 126 of the National Capital Plan to assist identification of destinations between Antill Street and Stirling Avenue, Watson. No other visitor information signs will be permitted along the highway.

THE INFORMAL PARK BOULEVARD

THE INFORMAL PARK BOULEVARD EXTENDS FROM STIRLING AVENUE SOUTH TO ANTILL STREET.



This northern extent of the approach route along the Federal Highway should reflect the rich character and landscape, supporting a generous park-like boulevard with new development addressing and overlooking the street.

Objectives

This character area provides a transition from the open woodland landscape along the Federal Highway, to a formalised and urban landscape at the Antill/Mouat Street node.

The Informal Park Boulevard provides a substantial park landscape between the Federal Highway and a secondary vehicle access street, behind which residential development addresses the public domain. Generally, the Informal Park Boulevard will measure approximately 100m to 140m between building edges (with variation to account for localised characteristics) (**Figures 6, 7 and 8**). Objectives are to:

- Ensure development enables glimpses of to open landscape.
- Ensure a high quality of landscape and architectural design fronting onto and addressing the corridor.
- Ensure that the scale of buildings respond primarily to the tree canopy, enabling the landscape to be the dominant element of the Informal Park Boulevard.

Changes will be proposed to planning controls for sites adjacent to Northbourne Avenue and Flemington Road. These include Kamberra Winery, Yowani Country Club and some blocks in Downer. Proposed changes include rezoning to allow residential and mixed use development at Yowani and Kamberra Winery, and some increases to building heights in Downer. Maximum heights and setbacks established by this Framework are provided in **Map 8** and **9**. Land use zones, development scale and extents and development controls will be determined by a future variation to the Territory Plan.

Landscape

Intent

- Draw the character of the endemic woodland into Canberra's new 'park boulevard' with the use of locally endemic species.
- Introduce 'native meadow' planting to the verges to showcase distinctive seasonal colouring.
- Reinforce a sense of openness by enabling clear sight lines through landscape to building edges.
- Introduce deep shade producing trees for pedestrian comfort.
- Provide a secondary vehicle access street for new development sites at Kamberra Winery, Yowani Country Club and Exhibition Park.

Built form

Intent

- Provide a sense of openness between buildings as a transition from countryside to the city.
- Enable spatial rhythm in built form through appropriate building length and separation.
- Enable development at light rail stops that support transit oriented development.
- Ensure high quality landscaping to the secondary street interface, thereby extending the park into private development.

Design Criteria

For the following design criteria, refer to the Urban Design Guidance section in this chapter:

- Architecture of design excellence
 - Street setback areas
 - Side and rear setbacks
 - Vehicle access
 - Ground level public domain interface
 - Building height
- Nodes
 - Maximum building length
 - Minimum building separation
 - Articulation of roof space
 - Sustainability.

FIGURE 6: Between Barton Highway and Phillip Avenue

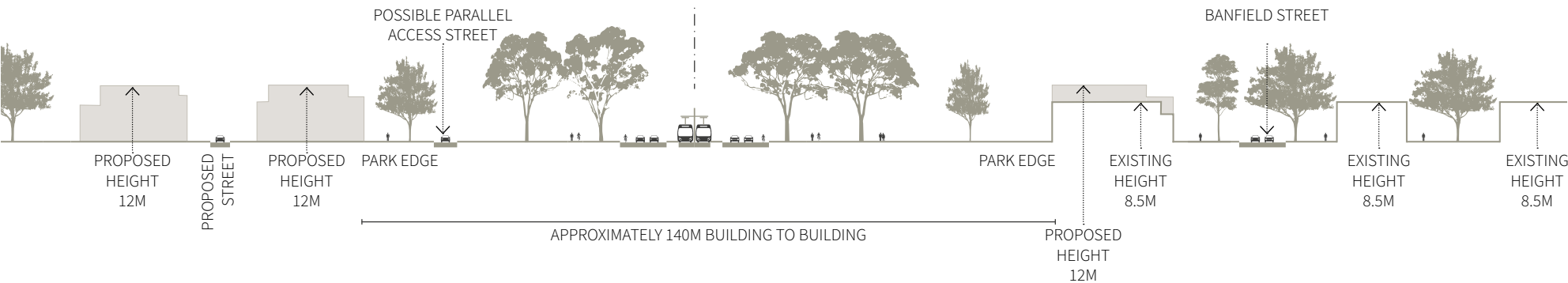


FIGURE 7: Yowani

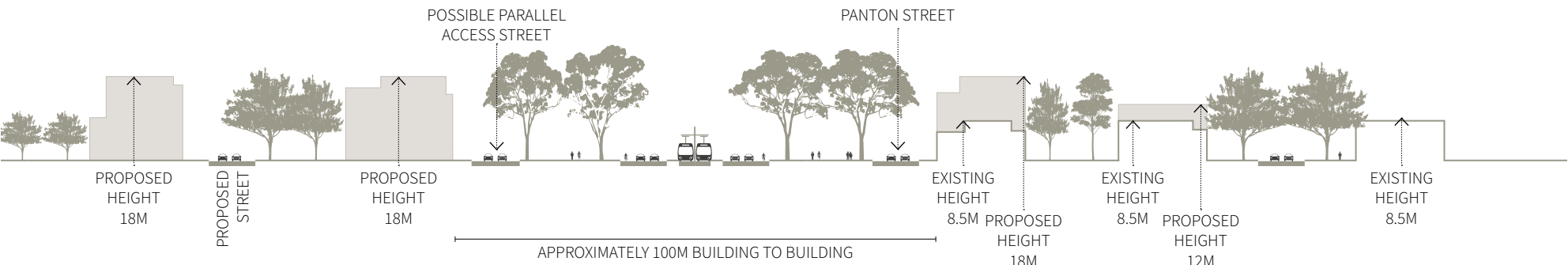
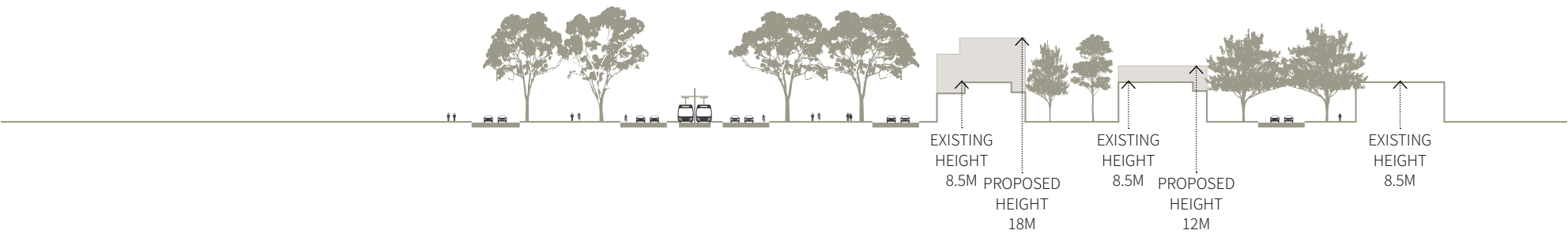


FIGURE 8: Southwell park



THE AVENUE

THE FORMAL LANDSCAPE AVENUE EXTENDS FROM ANTILL STREET TO BARRY DRIVE.
THE URBAN AVENUE EXTENDS FROM BARRY DRIVE TO CITY HILL.



Formal Landscape Avenue

This area of the corridor characterises the majority of Northbourne Avenue (**Figure 9**). It is defined by the formal wide median and verge landscape, reinforced by high-quality buildings and interesting architecture. The wide treed median will newly accommodate light rail. Nodes of increased land use density along the corridor occur at light rail stations at Dickson, and Macarthur Avenue intersections.

This will help realise a transformed Northbourne boulevard with improved planting, cycling and walking infrastructure.

Urban Avenue

Figure 10 illustrates the typical cross-section for the Urban Avenue. Where the Urban Avenue begins, the character changes from a wide boulevard to a built up urban street, with opportunities to rationalise the bus layover and improve the pedestrian and cycling experience.

Objectives

Buildings and public domain along the Avenue will exhibit design excellence in recognition of its capital city context. Objectives are to:

- Demonstrate excellence in architecture, landscape architecture and urban design.
- Encourage sustainability as a base requirement for all new buildings.
- Reinforce and enhance a network of people-places and green spaces to enable city life.
- Enhance pedestrian accessibility to and along the corridor, including public transport stops, by requiring new mid-block links, and improving the pedestrian network.
- Encourage active ground floor uses and building typologies that engage with the street to support human scale public spaces.
- Provide a strong sense of arrival to the urban corridor by encouraging new built forms at nodes.
- Allow a range of uses, with building edges defining the relationship of ground floors to the street.
- Ensure that new development complements the intended urban form of The Avenue, by providing buildings with a uniquely Canberra identity, generally with increasing intensity toward the city centre.

FIGURE 9: Formal landscape avenue

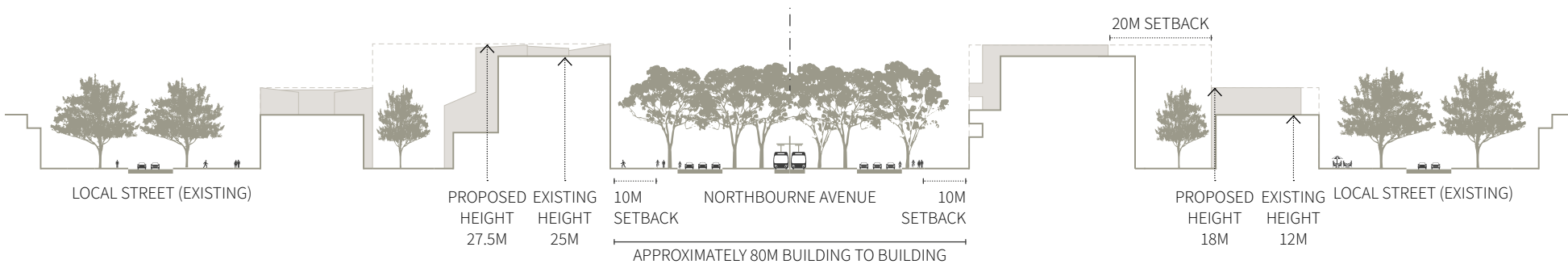
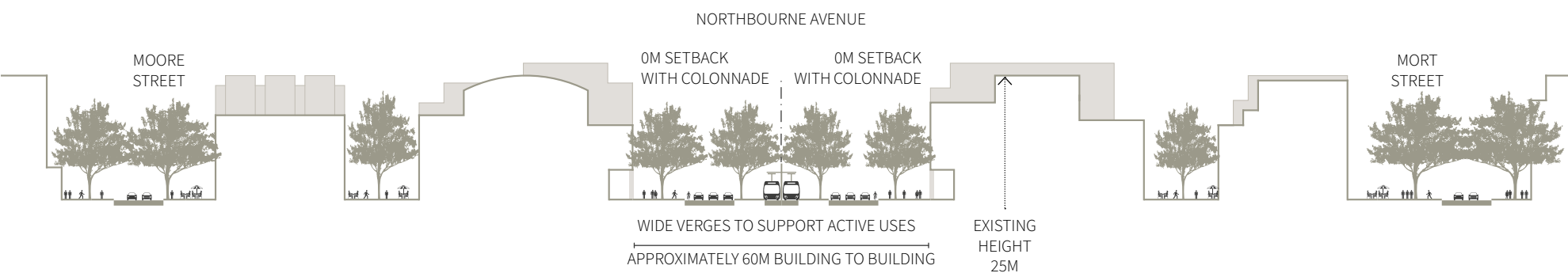


FIGURE 10: Urban avenue



Street setback areas

This area of the corridor is characterised by a consistent building scale and front setback along Northbourne Avenue, creating a high quality streetscape. Setback areas will be designed to be pedestrian oriented, providing a comfortable and an attractive interface between built edges and the avenue.

Setback areas fronting Northbourne Avenue shall not contain car parking, driveway or basement access or porte-cochere vehicle drop off spaces. New vehicle access to concealed parking areas, where there are no other alternative access arrangements may be considered. **Map 17** identifies the restrictions to vehicular access along Northbourne Avenue. Basements and balconies must not encroach into the front setback zone. Minor encroachments such as awnings or architectural details consistent with architecture of excellence may be approved.

A composition of soft landscaping should be provided between the building line and property boundaries to Northbourne Avenue and major cross streets. Hard surfaces, other than for pathways should be avoided.

Development shall conform to the identified setbacks described in **Map 9** Street Setbacks, and to the nominated building edge and verge types identified in this Framework.



Urban design guidance

Good design is concerned with functionality, performance, build quality, innovation and creativity. The Framework aims to ensure Canberra’s sense of identity is reinforced and enhanced. New public domain and buildings will be required to demonstrate commitment to good design, sustainability and make a positive contribution towards the desire to create a city of international standing.

The following high-level design principles describe the desired building design outcomes in the city and gateway corridor. These principles will guide preparation of revised planning controls for new development and redevelopment. They also guide public domain and infrastructure design and how development could better meet sustainability criteria and improve the interface with the streets and open spaces.

Demonstrate design excellence

Design in the city centre and along the corridor, be it a building, public domain or infrastructure works, will apply the following principles (as appropriate):



Contextual, local and of its place



Sustainable, efficient and durable



Equitable, inclusive and diverse



Enjoyable, safe and comfortable



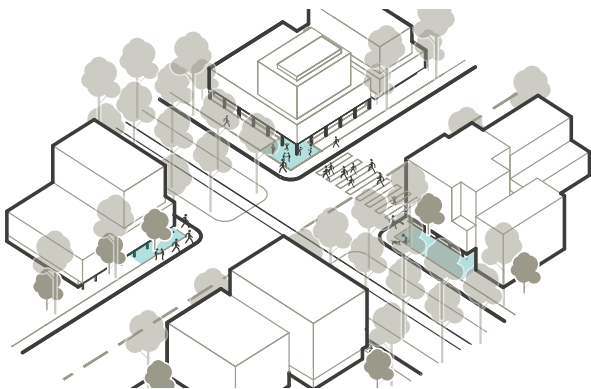
Functional, responsive and fit for purpose



Value-creating and cost effective

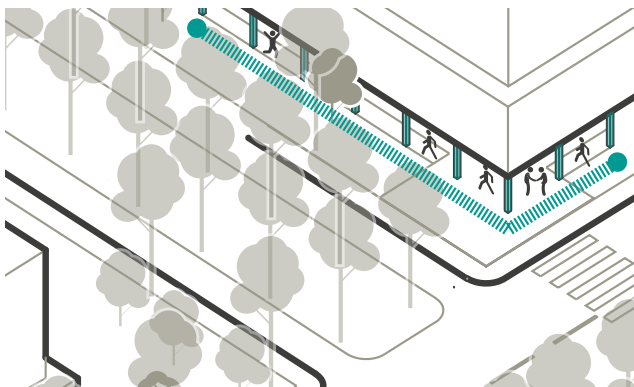


Distinctive, interesting and appealing



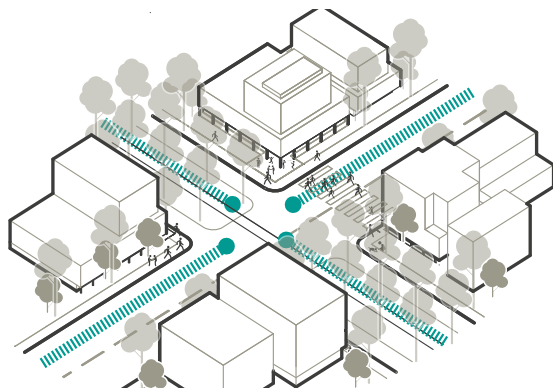
Reinforce the built form

- Create and define public and semi-public spaces using building height and setback controls.
- Use continuous building edges to define and create consistent streetscapes.
- Create an urban appearance to streets by using a building scale that is appropriate to the street, with taller developments along the avenue and stepping down towards the suburbs.



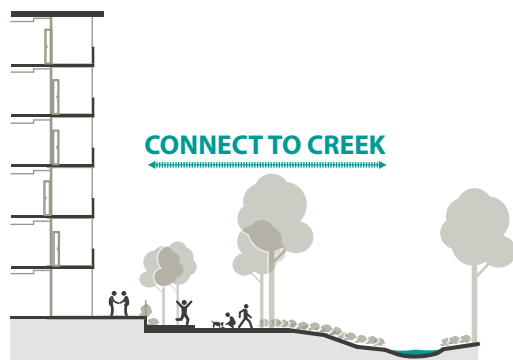
Create better streets and more active building edges

- Orientate buildings towards the street to promote life in the public domain, passive surveillance and the continued activation of the city.
- Design buildings that promote a human scale at the ground level, such as building awnings and colonnades.
- Use buildings to enhance the character of the local place.
- Require active building edges at key locations along the avenue to promote active, people-and business-focused places.
- Require the use of translucent barriers, such as semi-transparent open fences, screens or vegetation, to provide opportunity for surveillance of streets and open spaces.



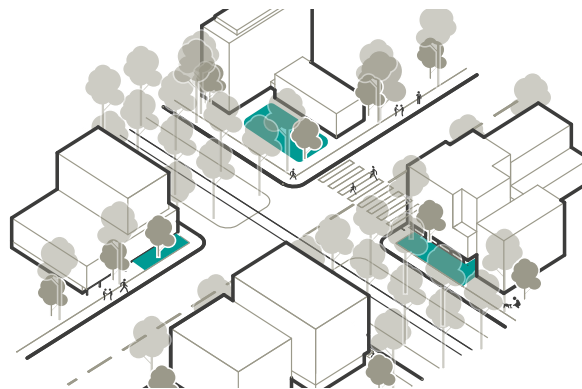
Connect discrete centres and neighbourhoods

- Create places and areas of activity along the corridor and on streets with positive linkages back into the neighbourhoods through improved east-west active travel connections.
- Provide seamless connections and a complementary built form that will strengthen the corridor's character.
- Create an attractive alternative to suburban housing by broadening the range of housing and community spaces within and reinforcing the role of the Avenue as forum for public life.
- Focus high density housing types close to the avenue with a gradual transition to medium-density housing types within walking distance of the avenue.
- Ensure the low-density suburban areas are protected further away from the corridor.



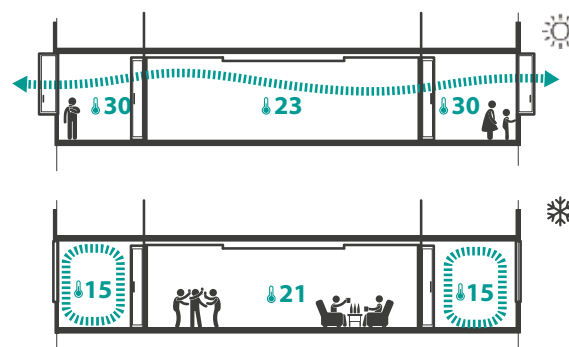
Design for landscape amenity

- Design buildings that respond to the trees and planted vegetation within the verges and setbacks to reinforce the distinctive 'bush capital' character of the Avenue.
- Activate public green space through active building edges, surveillance and climate-smart landscape design. This can improve the quality of adjacent open spaces and protect the urban environment from heat island effect.
- Provide individual residential frontages at ground floor level leading to private outdoor space.
- Ensure the 'garden city' principles and character of the suburbs are protected and reinforced through the planning policy and statutory planning instruments.



Improve the gaps in the urban fabric

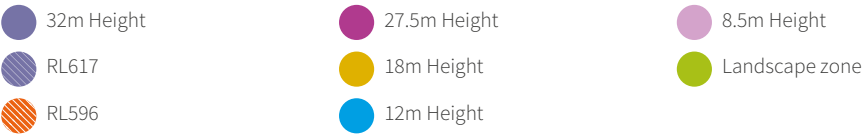
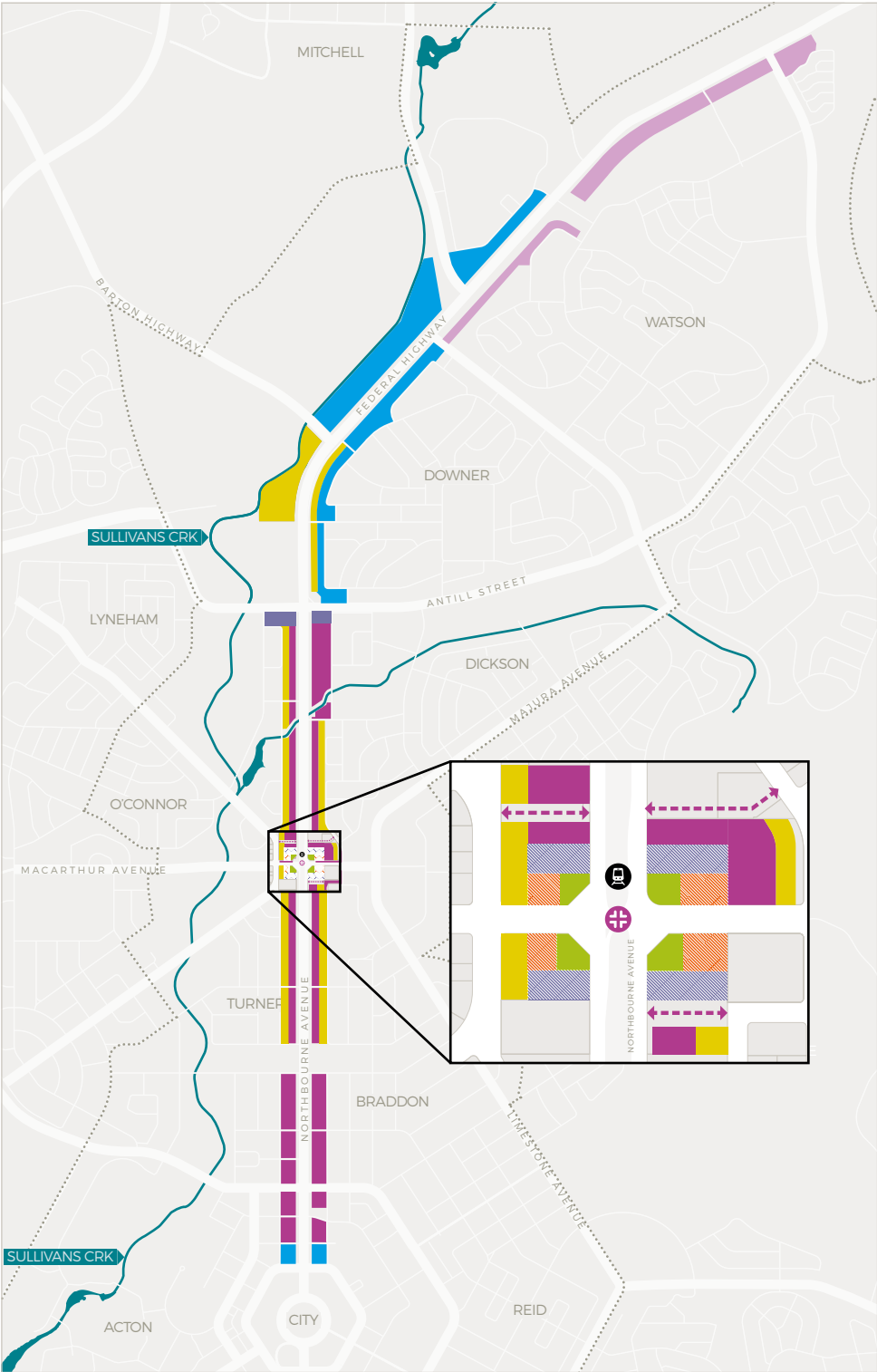
- Encourage the development of underutilised and large surface parking areas to promote a greater level of activity and create places where people want to live, visit and spend time.
- Reinforce a clear distinction between public and private spaces through the design of buildings and the public domain by providing active ground floor uses and high quality landscaping towards streets and public places.



Support sustainable building performance

- Design buildings to respond better to the Canberra climate and climate change with climate-wise design such as high albedo, passive heating and cooling, vertical or roof gardens and microclimate amelioration at the ground level through deep root planting zones and pervious surfaces.
- Minimise energy use by using sustainable materials and passive solar design for low carbon living.
- Minimise water use by using innovative design of open spaces and stormwater capture and re-use.
- Design buildings to support active travel and provide end-of-trip facilities, including secure bike storage.
- Reduce the number of private vehicle parking spaces for individual developments and improve access to other forms of transport, including light rail, buses and car share.

MAP 8: Building Heights



Building design

Buildings play a key role in shaping the quality in our cities and towns, and they form a critical interface with the public domain.

Buildings will be required to be designed to suit location and place - relevant to site, setting, climate and local characteristics:

- External building design should reference the context of the corridor's transition from countryside to city, with a particular focus on the context of the area in which the building is located.
- The intended streetscape qualities of the corridor should be respected, with new building design responding to required edge conditions.

The visual quality of buildings along the corridor is of prime importance owing to its national significance:

- Refinement, simplicity and appropriate use of high quality materials is favoured for buildings along the corridor.
- The overall building proportions and scale to be balanced and appropriate to setting and place.
- The composition of materials and building elements must contribute to an attractive streetscape.
- Integrate sustainable building technologies into the building design.

Buildings will be required to be accessible, welcoming and address the public domain:

- Building edge conditions to respond to their location along the corridor, allowing activity and street life where appropriate.
- Break building mass down into smaller parts, providing human scaled buildings and minimising the impact of large buildings on the public domain.
- Buildings along the corridor with active or semi-active building edges are to be permeable with strong physical and visual connections.
- Building frontages and entrances should be visible, engaging and welcoming.
- Residential building edge types to enable front door access which is visible from the street.

Buildings will be required to provide enjoyable, comfortable and engaging spaces for living, working and socialising. Buildings are to support daily city life to emerge onto the corridor:

- Spatial dimensions and proportions of buildings will be suitable for intended and future possible uses.
- Building layouts will enable activation of the street and internal open spaces.
- Orientation and connection to outdoor areas will optimise comfort and enjoyment of the building's internal spaces.
- Buildings up to RL 617 at the Macarthur node and their locations on the site are identified by the hatched areas in **Maps 8 and 12**. Detailed design and siting of building within the respective sites will be determined through an amendment to the National Capital Plan.

Buildings will be required to be designed to support functional use now and into the future. Buildings will be designed to be adaptable to changing spatial and use patterns:

- Building layouts and room sizes will accommodate and respond to daily activities.
- Buildings must be appropriate to their intended purpose whilst being adaptable to future functional changes.
- Building layouts should not be overly complicated and enable accessibility, legibility and ease of navigation.

Buildings will be required to be highly cost effective, and deliver ongoing value through energy and maintenance performance:

- Design must be resilient and durable to minimise maintenance costs and maintain quality over time.
- Materials will be durable and of high quality fit for the building’s context and function.
- Buildings must reflect a commitment to and investment in design excellence.

Buildings will be required to be designed for the long term to minimise energy use, water consumption and contain materials with the least impact on the environment:

- Be responsive to Canberra’s climate.
- Provide opportunities for adaptation of uses throughout their life cycle.
- Make optimal use of natural light and ventilation.

These requirements apply to all development in the city centre and along the corridor.

Building height

Intent

Development along Northbourne Avenue and Federal Highway will conform to their intended character and role as a Major Avenue and National Approach Route. Building heights have been established to respond to Canberra’s landscape qualities and ceremonial function. Development, along the Formal Avenue will generally present a symmetrical built edge to both sides of the corridor, with development heights and use intensity increasing at identified nodes and towards the city centre.

Development of nodes along Northbourne Avenue will provide intensity around selected light rail stops. These nodes co-locate mixed use commercial land and transit stations, providing limited additional retail opportunities and where nominated, additional building height establishing markers in the urban landscape that respond to the surrounding context.

Design Criteria

Building heights shall conform to **Map 8** Building heights.

Minimum heights shall be no less than 80% of the maximum height prescribed in the height map (**Map 8**).

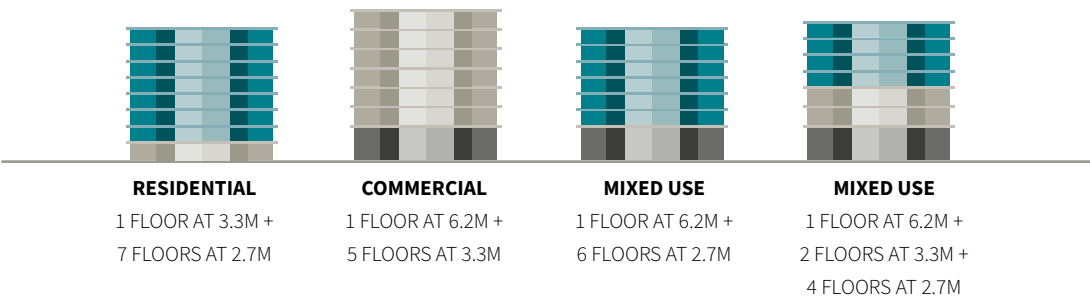
The finished ground floor interface is to provide direct, at grade connections to the street to ensure street continuity, allowing for active frontages and to avoid entrapment spaces. Elevated transitions above street level providing privacy and safety in residential buildings will be allowable. Ground floor levels set below the adjacent finished street level are not allowable.

Where development interfaces at the rear with lower scale built form, or a street opposite containing lower scale buildings, an appropriate transitional height shall be applied.

In addition to building height controls, minimum floor-to-ceiling heights protect the quality of new buildings and produce lighter and more liveable indoor spaces. Ceiling heights create spatial hierarchy and respond to the desired building edge types detailed later in this section. The following minimum floor to ceiling height controls apply:

- Mixed use/Commercial ground level ‘active’, ‘semi-active’ or ‘adaptable’ building edge with optional mezzanine – 6.2m
- Mixed use/Commercial other levels – 3.3m
- Residential ground level building edge – 3.3m
- Residential other levels for habitable rooms – 2.7m
- Residential other levels for non-habitable rooms – 2.4m

FIGURE 11: Examples of the possible mix of uses and application of minimum floor to ceiling heights



Building siting and setback

The following section outlines the desirable planning and design outcomes for the siting and setbacks of buildings (**Map 9**). Considerations include the following:

- overshadowing of neighbouring properties,
- minimum building separation and setbacks for natural light, passive solar design and landscape amenity
- maximum building length for better permeability and active travel links through sites, and
- roof design for incorporating sustainability features and achieving better articulation of the skyline.

Solar access

Intent

Solar access to the public domain and adjacent properties is prioritised through minimising overshadowing during mid-winter.

Design Criteria

- Living areas, private open space and communal open space should receive appropriate solar access.
- Solar access to workplace environments, living rooms, balconies, private open spaces and solar collectors of buildings on adjacent sites should be taken into consideration when siting and designing the development.

Street setbacks

Intent

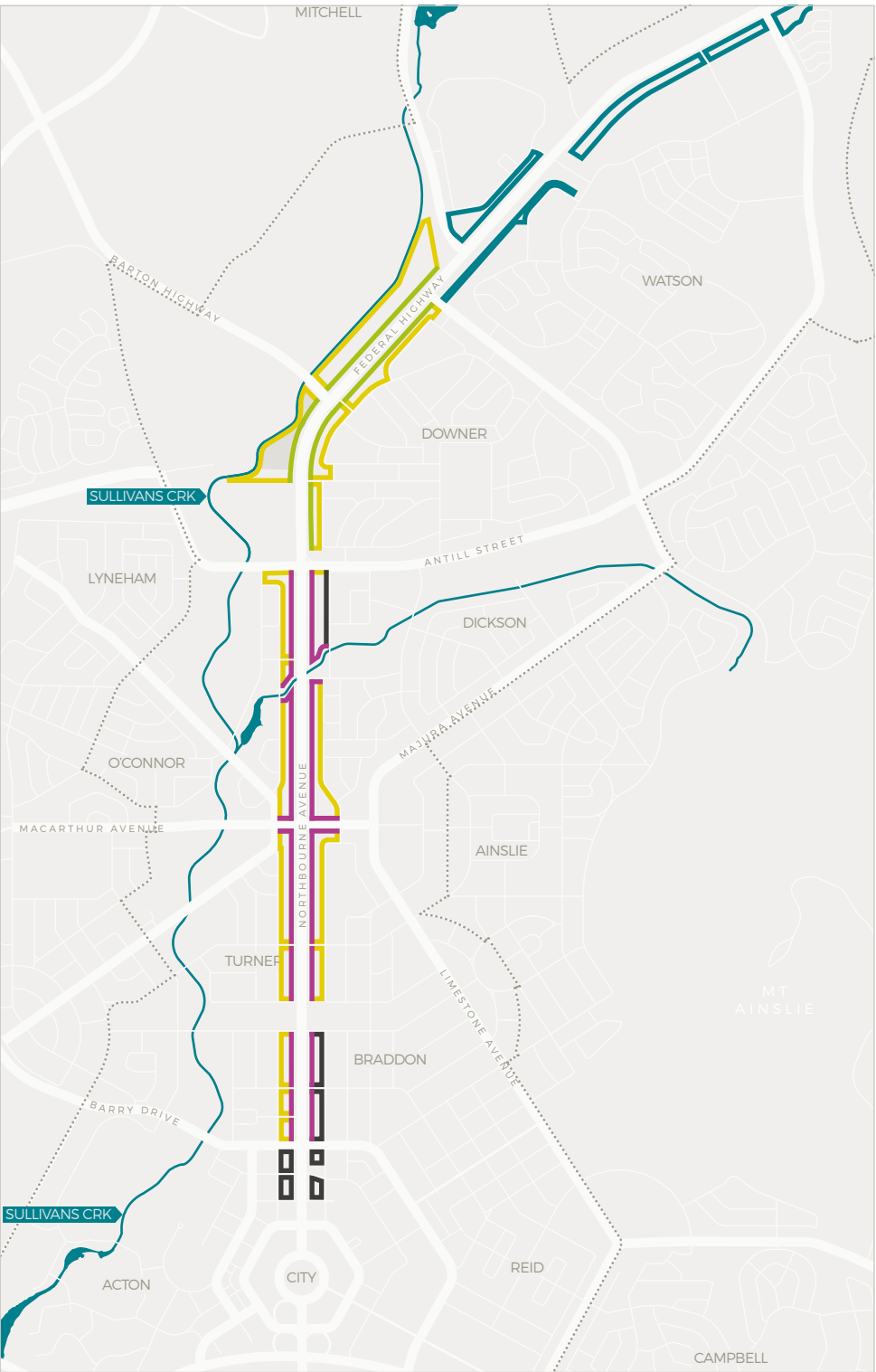
- Setback areas shall be designed to accommodate the appropriate landscape type suitable to the intended function, character and amenity of the location.
- Street setback areas will be designed to be pedestrian oriented, provide comfort and an attractive interface between built edges and the streets.

Design Criteria

Development shall conform to the identified setbacks described in **Map 9** Street Setbacks and in accordance with the setback provisions of the required Building Edge Type for its location.

- Basements and balconies must not encroach into the street setback zone.
- Minor encroachments such as awnings or architectural details consistent with architecture of excellence may be approved.
- Setback areas fronting major streets shall not contain car parking, driveway or basement access or porte-cochere vehicle drop off spaces.

MAP 9: Street Setbacks



- 0m Setback
- 6m Setback
- 10m Setback
- Park Avenue Setback
- As per the Territory Plan

TABLE 2: Design Criteria (Minimum building separation)

BUILDING HEIGHT	BETWEEN HABITABLE ROOMS/BALCONIES	BETWEEN HABITABLE AND NON-HABITABLE ROOMS	BETWEEN NON-HABITABLE ROOMS
Up to 4 storeys	15m	10m	6m
Up to 8 storeys	20m	15m	10m
9 storeys and above	25m	20m	15m

Side and rear setbacks

Intent

The relationship of built form to the property boundary must be carefully considered to balance the needs of the new development with maintaining the amenity of adjacent sites.

The setback areas are important for moderating the extent of built form so that usable land can be provided for common open space, courtyards, driveways, stormwater runoff management, tree planting and landscaping.

Design Criteria

- Side and rear setback distances shall ensure consistency of urban form with the intended character of the area.
- Where development interfaces at the rear with lower scale built form, or a street containing lower scale built form opposite, an appropriate transitional setback shall be applied.

Minimum building separation

Intent

Separation between buildings ensures Canberra’s urban form reinforces the high quality landscape character along the gateway corridor and in the city centre.

Separation distances contributes to the urban form, as well as to the amenity within apartments and open space areas. Building separation ensures communal and private open spaces have useable space for landscaping, deep soil and adequate sunlight. Within apartments, building separation assists with visual and acoustic privacy, outlook, natural ventilation and daylight access.

Design Criteria

- Minimum building separation distances apply to buildings within development sites, between apartments and non-residential uses, and to buildings on adjacent sites with a shared boundary.
- When applying separation to buildings on adjacent sites, apply half the minimum separation distance measured from the boundary. The separation distance is increased when adjacent to a different zone that permits lower density residential development to provide a transition in scale.
- Building separation may need to be increased to achieve adequate solar and daylight access to buildings and open space, especially on sloping sites.
- Ensure reasonable levels of visual privacy between buildings in all situations.

Maximum building length

Intent

The length of buildings will generally be limited by existing lot dimensions. However, where sites are amalgamated or precinct-scale sites exist, buildings should be designed to respond to the intended scale, grain and rhythm of the streetscape. Overly long buildings that limit cross-site permeability, block view corridors and disrupt a pedestrian-scaled neighbourhood system should be avoided.

Design Criteria

- All new buildings shall be limited to a maximum length of 55m.
- Longer buildings may be permitted at lower building levels where strong design justification is provided, such as provision of continuous, active street frontages.
- Where this is the case, pedestrian mid-block links between 5m and 10m wide must be provided at least once every 55m through the built form.

Roof design

Intent

Apartment buildings are often prominent in an urban skyline and the roof design is an important design element. Apartment facades are often characterised by repetition of the dwelling module, and the roof treatment is an opportunity to differentiate that form and resolve the overall composition. Recognisable and memorable features can contribute to local identity and wayfinding. Apartment roofs also offer functional possibilities, such as communal gardens and facilities or distinctive dwelling types. Building height limits can be tempered to enable high quality roof design outcomes.

Design Criteria

- Roof treatments are integrated into the building design and positively respond to the street.
- Roof spaces can be designed to accommodate a limited amount of internal floor area, but this should not comprise whole tenancies or apartments.
- Roof design incorporates sustainability features, such as enabling winter light and heat gain, summer shading, skylights and ventilation systems.

Building interfaces

The importance of high quality interfaces between buildings and the public domain are widely recognised to create a public domain that supports urban activity and recreation for a distinct and vibrant urban life. This chapter outlines guidance related to the desired design outcomes of facades, awnings and signage, and building edge types and ground level public domain interface.

Facades

Intent

The design of facades contributes greatly to the visual interest of the building and the character of the local area. Facades that face the street have an impact on the public domain, reflecting use of the building and facilitating the desired level of street activation. Side and rear facades often influence the amenity of neighbouring buildings and communal and private open spaces. High quality facades are a balanced composition of building elements, textures, materials and colour selections.

Design Criteria

- Building facades relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.
- Use articulation and modulation to clearly express the organisational or structural grid of the buildings and to break-up the mass of longer buildings.
- Create a balance of light and shadow on the facade throughout the day through the use of balconies, deeper window reveals, integrated shading, rebates and expression of structural elements.
- Give important corners visual prominence through a change in articulation, materials or colour, roof expression or changes in height.
- Clearly define building entries.

Awnings and signage

Intent

Awnings are prominent streetscape elements requiring a well-integrated design response. Awnings ensure that the space immediately in front of the building façade is protected from the weather, encouraging pedestrian activity along streets and in conjunction with active frontages, contributing to the vitality of the local area.

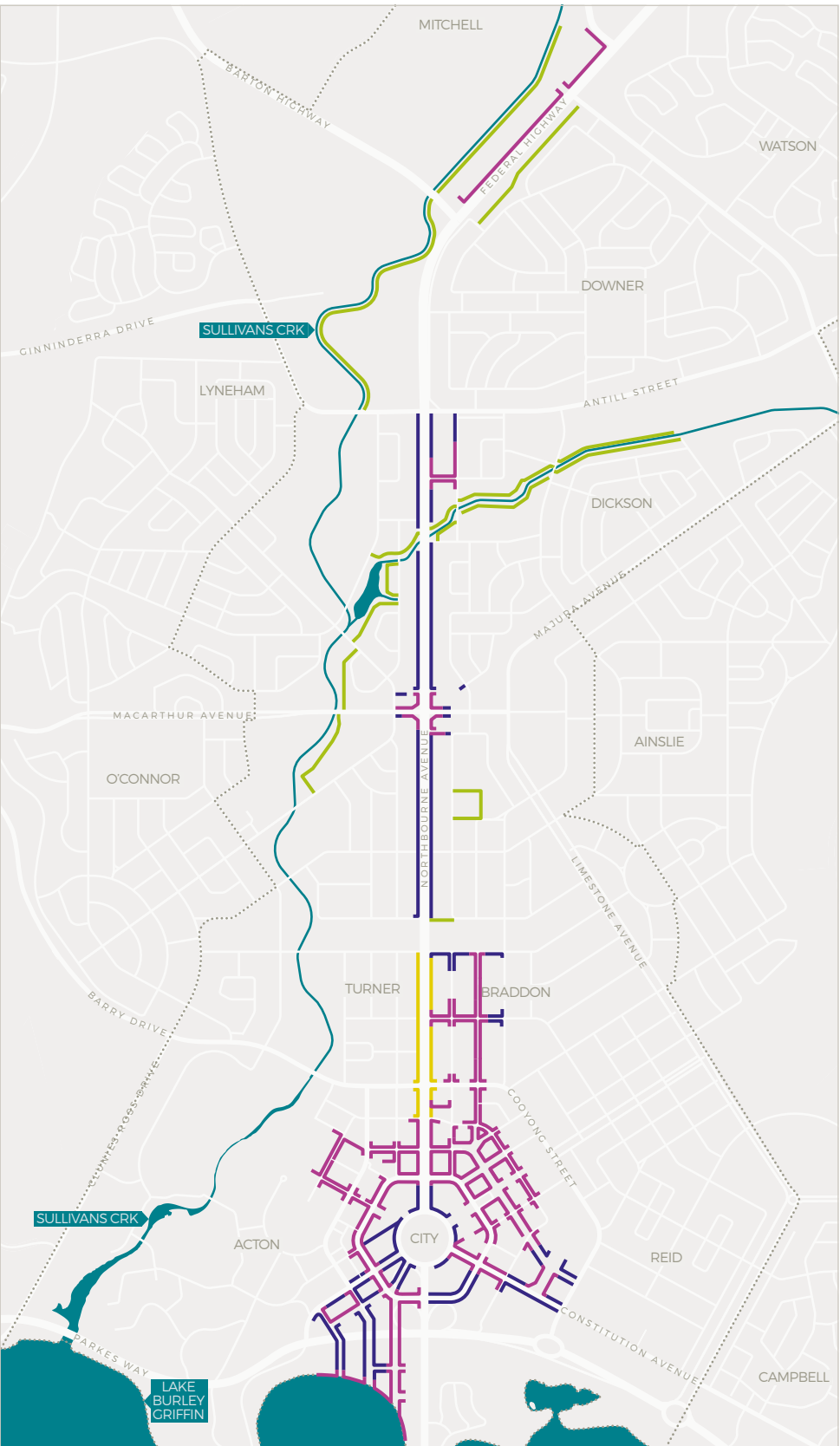
Together with building entries, awnings provide a public address, thereby contributing to the identity of a development.

Signage is to be a high quality and integral component of the building design, contributing to the character of its location within the city and gateway corridor.

Design Criteria

- Active building edge types shall be have continuous awnings over the footpath, providing public domain amenity.
- For semi-active, adaptable and residential building edge types, awnings shall be located over the building entry, providing building address.
- The height, depth, material and form of awnings are to comply with relevant regulations.
- Awnings are well located to integrate and enhance the architectural quality of the building.

MAP 10: Building edge locations



- Active Building Edge
- Adaptable Building Edge
- Semi-Active Building Edge
- Park Building Edge

Deep soil zones

Intent

Deep soil zones have important environmental benefits, such as allowing infiltration of rain water to the water table and reducing stormwater runoff, promoting healthy growth of large trees with large canopies and protecting existing mature trees which assist with temperature reduction in urban environments.

Design Criteria

- A minimum deep soil zone dimension of 5m should be applied where located on site.
- A minimum 7% of the site should be retained for deep soil zones, except for sites in the city centre, where it is demonstrated high intensity urban outcomes are required.
- Front setback areas should be retained for deep soil planting.
- Deep soil zones should be located to retain existing significant trees and to allow for the development of healthy root systems, providing anchorage and stability for mature trees. Design solutions may include:
 - > basement and sub-basement car park design that is consolidated beneath building footprints
 - > use of increased front and side setbacks
 - > adequate clearance around trees to ensure long term health
 - > co-location with other deep soil areas on adjacent sites to create larger contiguous areas of deep soil.

Building edge types and ground level public domain interface

Intent

Development shall present an attractive and functional interface with the public domain. A seamless connection is to be provided between the ground floor of the building and the adjacent verge and setback area.

Given the scale of the corridor and the need to achieve a high level of activation in a number of key locations, it is critical to balance the distribution and intensity of street-based retail so that active, people-orientated streets and places can be created at strategic locations.

Map 10 identifies the desired building edge locations in the city and gateway corridor.

The following guidance is provided to ensure there is a consistent understanding of the different building edge types, and corresponding front setback, to improve the interface between buildings, the landscape, streets and public domain through future development in the study area:

- **ACTIVE:** This building edge type represents primary active street frontages which generate high levels of pedestrian activity and public life at the ground floor level, creating active places and vibrant retail precincts. To achieve this level of activation, specific uses such as retail, restaurants, bars and service industry shopfronts will be mandated for these locations. Generous double height ground floor ceiling heights establish an appropriate urban scale and promote flexibility of use and higher levels of servicing needs. Sound attenuation measures will be provided between different uses, such as restaurants and bars with residential above.

Building frontages will be located on the front setback and have a direct, on grade connection with the street. Continuous awnings with frequent entries and interesting window displays will provide the backdrop to plentiful outdoor dining opportunities.

- **SEMI-ACTIVE:** This building edge type is less interactive, but benefits from activation and pedestrian traffic generated by adjacent public transport networks. Commercial office, with small retail offerings such as foyer coffee kiosks, customer service functions or showrooms seeking brand exposure suit semi-active frontages, with the occupants activating the building.
- Building frontages will be located on the front setback and have a direct, on grade connection with the street, with wide formalised pedestrian access from the kerb to the building edge and awnings limited to entries only. Double height volumes, some with mezzanines, at ground level maximise visibility when viewed from the street, especially from the light rail.

- **ADAPTABLE:** The adaptable building edge is used for urban areas where there could be a transition in use from residential to commercial or retail. This may include creating a desired mix of neighbouring uses such as residential or live/work adjacent to lower intensity retail or service industry.

Building frontages will be located behind the front setback providing landscaped private outdoor space for either residents or other users, depending on the current use of the building. The ground floor interface

will provide a direct, on grade connection with the street, with tree planting in the verge and setback areas and awnings to entries only. Double height volumes, some with mezzanines, at ground level ensures longer term adaptability to other uses is able to occur.

- **RESIDENTIAL:** This building edge type creates a less intense street address reflecting its residential use. Building frontages with awnings signalling the entrance to each residence will be located behind the front setback with landscaping providing a balanced level of privacy between private outdoor space and the verge. Elevated transitions to the ground floor level, with semi-permeable screens or fences, will encourage residents to use the private outdoor space at the front, contributing to a subtle active street quality, with passive surveillance and the security it brings. Equally, generous ground floor ceiling levels will contribute to the perception of space and amenity for residents.
- **PARK EDGE:** The park building edge seeks to establish a relationship between residential development and green spaces. The intent is to provide connection, activity and surveillance from the building while balancing privacy for the occupants, ensuring the building edge is activated through frequent use. Examples of this building edge are found along Sullivans Creek and parts of Haig Park, and the Informal Park Boulevard Edge.

Design Criteria

- Unless noted otherwise, the ground floor level to all building edge types is to provide a direct, at grade connection to the adjacent verge and setback area to ensure street continuity. Elevated transitions above street level may be considered for residential and park or building edge types, to provide privacy and safety for residents.
- Finished ground floor levels set below the adjacent finished pavement levels on Northbourne Avenue are not allowable.
- Building design, layout and construction, including sound attenuation measures, are to take into account the impacts of noise between the different uses within a building and from surrounding areas.
- Integrate service areas within the building to avoid impacting the public domain on Northbourne Avenue.

Public domain and verges

The public domain is the collective, communal part of the city, with shared access for all. It is the space of movement, recreation, gathering, events, contemplation and relaxation. This includes streets, parks, plazas, places between buildings and waterways.

Public domain

Intent

Infrastructure and public spaces should be responsive to local place, character and context:

- Canberra’s natural features, such as Mount Ainslie, Black Mountain, Sullivans Creek and open grasslands should be reinforced in public domain design.
- Street and infrastructure design should support local business activity, commerce and active lifestyles.
- Landscape design and planting should respond to Canberra’s blend of locally endemic and introduced species, reinforcing the ‘bush capital’.

Public domain design, through use of appropriate species, materials and components, will be robust, permanent and sustainable:

- Where possible, the public domain will incorporate local materials of high quality.
- Water sensitive design initiatives will be incorporated into streets and site design.
- Plant species will be chosen for their effectiveness and adaptability to Canberra’s climate to reduce heat islands and maximum shade.
- Deep soil zones will be sited in accordance with the relevant planning provisions to promote healthy growth of large trees, allow infiltration of rain water to the water table and reduce stormwater runoff.

Design of the public domain will enable a variety of choices to accommodate all aspects of Canberra’s local community and diversity of visitors:

- Public domain design should invite use and activity.
- Various user types will be accommodated in public spaces, from children to adult, from able bodied to differently abled.
- The public domain will be designed to enable democratic use of space.

The corridor’s public domain will maximise comfort, amenity, safety and opportunities for activity:

- Shade, openness, shelter and solar accessibility will be carefully balanced to enable a range of comfortable user experiences.
- The public domain will be designed to enable flexible use of space for different activities and user types.
- The relationship between built edges and the public domain should maximise passive surveillance, safety and visual interaction.
- The user experience will be maximised along the corridor, with people prioritised over vehicles.

Public domain design will be fit for its purpose, whilst accommodating a range of different eventualities and activities:

- The public domain along the corridor should respond to potential activities, use requirements and movement patterns of the wider area.
- The spatial layout of the public domain will enable ease of use by people, and be accessible, legible and navigable.

Physical design and maintenance requirements will be balanced with the corridor’s purpose as the National Capital approach route:

- Cost considerations should take into account the life of infrastructure and should consider wider public benefits over time.
- Built elements should be resilient and durable to maintain long term visual attractiveness.
- Public domain design will be flexible to enable a range of use patterns to emerge over time, responding to adjacent development outcomes.

The visual and material quality of the public domain will attract use, engender pride of place and reflect Canberra’s status as the national capital:

- Design of the corridor’s public domain will be visually appealing.
- Public spaces will be designed to prioritise enjoyment by pedestrians at slow speeds, where small scale characteristics will be appreciated.
- Incorporation of locally specific design elements, inclusive of materials, planting, signage and landform, will enhance the distinctiveness of the corridor.

MAP 11: Desired Verge conditions



Living Infrastructure

Living infrastructure will help Canberra to adapt to and mitigate climate impacts and remain a liveable city into the future. Guided by the government's ACT Climate Change Adaptation Strategy and ACT Living Infrastructure Plan, living infrastructure components (including plants, soils and surfaces) will be incorporated into the design of open spaces, public places and streets in the city and gateway corridor. Vegetation will be retained and planted to help reduce urban heat by providing shade and circulating moisture in the atmosphere. Water Sensitive Urban Design principles and deep soil zones will be utilised to reduce stormwater runoff, allow the re-use of stormwater and support the growth of large trees.

Landscape design

Intent

Landscape design for development along Northbourne Avenue and the Federal Highway is a fundamental character feature of the gateway into the city centre. It unites new development with the existing landscape character of Canberra, softens the impact of larger building form and provides visual relief to the urban condition consistent with Canberra's status as the Bush Capital. In this regard, new development will be required to enable substantial mature tree and understorey planting, supported by functional, safe and attractive private and public areas of open space. Development will continue to deliver Canberra as a city in a landscape.

Design Criteria

The front setback area and verge type shall be designed consistent with the intended built edge condition. Landscape planting within development sites will complement the landscape design themes evident in the Northbourne Avenue and Federal Highway corridor:

- South of Stirling Avenue: An Informal Park Boulevard containing a mix of native and introduced tree species. Toward and around the intersection of the Federal and Barton Highways, landscaping contributes to the intended 'Gateway' theme, comprising mixed exotic plantings.
- South of Antill Street: A Formal Landscape Avenue containing consistent street tree planting within the verge and extending to the setback area.
- South of Barry Drive: An Urban Avenue comprising a built edge to the street boundary, high quality furniture and paving treatments.
- South of London Circuit: A threshold to the National Triangle which narrows from 60m to a 40m building to building line.

The spaces between buildings will be landscaped to a high quality and promote green links between the private and public domain.

Landscaped spaces will be designed to clearly differentiate between areas intended for public and private use, maximising the functionality of both. Landscaped areas will be designed to maximise pedestrian comfort and safety.

VERGE TREATMENTS

The following articulates verge treatment types and their desired locations (Map 11) which correlate to the building edge types previously described.

Active

INTENT: Active verges will support ground level retail and commercial activity along Northbourne Avenue. They will comprise primarily hardscape areas, complemented by a consistent avenue of street tree planting. The primary verge trees will be eucalyptus, consistent with the broader avenue planting. The secondary tree planting zone will contain exotic species, suitable for providing shade for pedestrians, and may be deciduous to enable light access in winter. Areas of alfresco dining will be accommodated within the hardscape zone adjacent to the building edge.

Semi-Active

INTENT: The semi-active verge type responds to either a showroom or commercial frontage. It is designed to enable pedestrian movement adjacent to the building edge, promoting trade display from the ground floor of the building. Wide, formalised pedestrian accessways are provided between building entries and the kerb line, with soft landscaping pockets making up the remainder of the setback area. This secondary planting zone will contain both exotic tree and understorey planting. A formal street tree alignment will be maintained along the verge area, integrated with understorey planting and lighting.

Adaptable

INTENT: Adaptable verge types will correspond with the adaptable edge types to enable a transition over time from a residential land use. The building facade is set back from the lot boundary in a similar fashion to the residential edge, potentially providing private outdoor space or external support space to a commercial function at ground floor level.

Park Verge

INTENT: The park verge is characterised by substantial informal open landscape between the road edge and block boundaries. This landscape increases in formality progressing towards the city. New development shall present a built interface to the Federal Highway and Northbourne Avenue.

Residential

INTENT: Residential verges offer landscape amenity for residents, providing a park-like separation between the road kerb and building / fence line. A consistent line of street trees situated adjacent the kerb provides separation and a sense of safety for users of an adjacent shared pedestrian and cycle path. This is the primary public zone of the residential verge. A secondary tree and understorey planting zone is situated on the building side of the shared-use path, and will generally lie within a property's front setback area. This secondary planting zone will provide a degree of separation and privacy for residential units. Between the secondary planting zone and fence/building line, a secondary path provides access to ground level residential units. A tertiary planting zone will provide separation between the pathway and fence line.

Framework plans

The Framework Plans sets out how the broad structure of the city centre and nodes could be arranged in the long term. It shows how land use, public domain and connections could be arranged and integrated.

City Centre Framework (place-based objectives)

City Hill – Canberra’s iconic cultural and civic core

Intent

As a historically and geographically significant landmark within the city centre, the City Hill precinct will assert its role as the iconic ‘heart’ of the city and fulfil its intended prominence as an important ‘municipal space’. Under initiatives to be delivered by the City Renewal Authority, the City Hill precinct will be highly integrated and complement the surrounding urban structure and other city centre precincts. The precinct will offer a mix of uses, primarily providing for civic, cultural and community pursuits. Commercial and limited residential uses as well as improved access to City Hill Park are also anticipated. The existing City Hill Park will be retained and enhanced to create a high amenity, functional city park and public gathering space.

This is in line with the strategic directions set in the NCA’s City Hill Precinct Amendment (2012) that also identifies London Circuit as the main public transport circuit and main connector between Northbourne and Commonwealth Avenues with the intention to divert traffic from the avenues onto London Circuit and limiting access to the inner City Hill Precinct to predominantly local traffic.

As part of a carefully sequenced and staged approach, future land use and development will respond to existing transport and movement challenges, including managing fast moving through traffic, the installation and integration of Light Rail Stage 2, establishing a destination focus for the precinct, and improvements to walking and cycle access. Additionally, a programme of cultural initiatives could be progressed to guide future transformation, support business and generate activity in currently underutilised spaces.

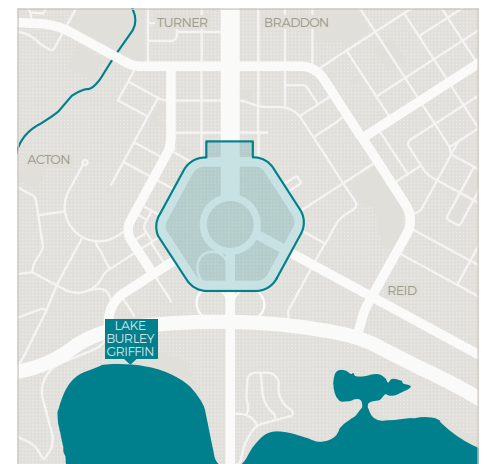
The heritage-listed Sydney and Melbourne Buildings and streetscape improvements to establish Northbourne Plaza will be key to the future of this precinct, providing a clear sense of arrival into the city centre and underpinning a focus on heritage, people and place.

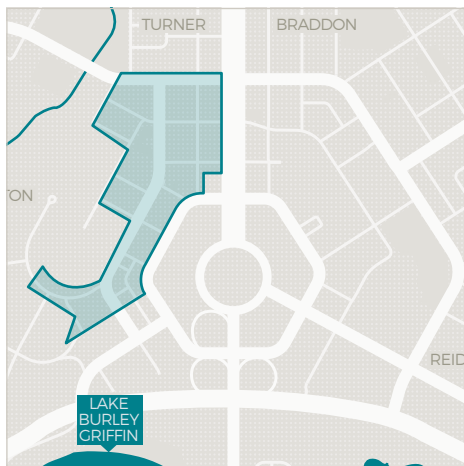
Priorities

- **GROWTH** – Prepare for growth in a manner that utilises existing capacity, supports a variety of uses and ensures the sequenced delivery of supportive infrastructure.
- **LAND USE AND DEVELOPMENT** – Ensure development outcomes reflect the cultural and municipal prominence of the precinct, support the ongoing delivery of mixed-use development and provides a lively and pedestrian-friendly public realm.
- **CONNECTIONS** – Progress planning and design initiatives to facilitate a ‘people first’ approach to the delivery of public transport and integration with pedestrian and cycle infrastructure.
- **PUBLIC PLACES** – Deliver targeted improvements that honour the iconic status of the City Hill precinct and its function as a high quality mixed-use and cultural precinct with a focus on people and place.
- **LANDSCAPE AND OPEN SPACE** – Retain and enhance City Hill Park to provide an enclosed urban park of a standard and quality befitting the significance of the precinct and its prominence within the National Triangle.

Objectives

- Improve the public realm to facilitate access by walking and cycling
- Activate currently underutilised spaces or buildings with ‘cultural’ initiatives
- Reinforce role as civic and cultural heart of the city and links to national institutions
- Support multi-modal transit, including improved pedestrian connections and links between transport nodes.
- Create an iconic location befitting role as cultural, civic and community heart of the city
- Resolve complex traffic and access arrangements consistent with iconic status to allow active travel and access to City Hill





City North-West – Innovation and knowledge quarter

Intent

The City North-West area supports a strong identity defined by the presence of significant existing features and uses such as the ANU and the city's legal quarter. The area has been subject to intensive development activity in recent years and continues to support a diverse range of uses including educational, employment, residential, community and cultural.

In the future, the City-West precinct will continue to build its identity as Canberra's premier business, knowledge and innovation hub. These functions will be supported by residential development, an attractive and inviting public realm, integrated public transport, and a thriving arts culture.

Key areas of focus for the City Renewal Authority will include innovative approaches to renewing and repurposing old buildings, creating a finer-grain public realm, strengthening the pedestrian and cycle network, improving links with the existing cluster of community arts facilities, strengthening connections between the ANU and the city centre, and prioritising the provision of community facilities and a small supermarket as part of new and existing developments.

Priorities

- **GROWTH** – Ensure a measured and targeted response to growth that draws on existing capacity.
- **LAND USE AND DEVELOPMENT** – Provide a mix of uses in future developments, and encourage the adaptive reuse of older buildings.
- **CONNECTIONS** – Prioritise improvements to support a pedestrian and cycle friendly environment within the City North-West precinct including improving access between existing community arts facilities, the ANU and city centre.
- **PUBLIC PLACES** – Establish a fine-grain place plan around business nodes and residential areas as part of development proposals to guide public realm improvements
- **LANDSCAPE AND OPEN SPACE** – Identify opportunities to reinforce and enhance landscape character through establishing green connections between key destinations and the city centre

Objectives

- Ensure development protects conditions and opportunities for existing and emerging innovation and knowledge related employment
- Improve pedestrian connectivity to the city centre
- Retain and establish supporting community facilities as part of redevelopments
- Enhance fine grain characteristics at ground level as part of development proposals
- Develop as Canberra's premier 'CBD' office area, with a selected supportive range of residential typologies including for students/knowledge workers



City North-East – Retail and entertainment heart

Intent

The City North-East precinct is currently home to Canberra's retail and commercial core, along with a variety of cultural and entertainment uses. A distinctive feature of this area is its extensive network of public places, and streets; including City Walk, Ainslie Place, Petrie Plaza, Bunda Street and Garema Place. These areas establish important pedestrian links to key destinations within the CBD and provide opportunities for people to meet, gather and participate in public life.

In the future, it is intended that City North-East will consolidate existing attributes by retaining its function as the city's retail and entertainment core, reinforced by new complementary mixed-use (including residential) development. Encouraging a greater mix of uses including independent, niche and boutique retailers will diversify the retail economy and increase activity in the area.

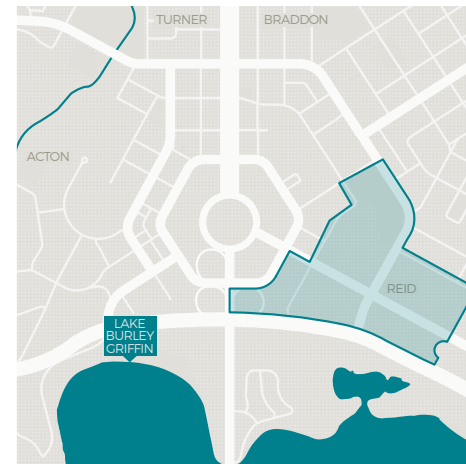
Public places and squares, such as City Walk and Garema Place, that are so integral to the history and design of the precinct will continue to support nearby civic uses, connect clusters of activity and provide the backdrop to public life and urban art initiatives. New complementary development that respects the role of this precinct and is sympathetic to its heritage, will be encouraged to generate activity, support business and attract investment.

Priorities

- **GROWTH** – Facilitate growth that delivers new entertainment, dining and specialised retail uses in locations adjoining key activation areas.
- **LAND USE AND DEVELOPMENT** – Provide for mixed-use residential and expand entertainment and dining uses.
- **CONNECTIONS** – Strengthen strategic pedestrian and cycle connections and reinforce links with City Hill, Braddon, public transport and the wider city centre precinct.
- **PUBLIC PLACES** – Progress with a program of public realm upgrades to activate priority public spaces and key pedestrian routes such as Garema Place and City Walk, and create a sense of journey between key destinations such as Northbourne Plaza, the City Hill precinct and the ANU.
- **LANDSCAPE AND OPEN SPACE** – Promote large canopy street and urban tree planting to complement the area's existing landscape character, offer seasonal comfort and connect people with nature.

Objectives

- Improve pedestrian connectivity and the ground level experience
- Protect and expand retail and commercial floorspace opportunities, particularly for independent, niche and boutique retail
- Improve interface between existing retail uses and adjacent public areas, working with landowners to facilitate more vibrancy in priority public places
- Make the centre of Canberra the retail destination of choice between the CBDs of Melbourne and Sydney
- Encourage night-time activation



City South-East – Tourism, business and education quarter

Intent

City South-East is defined by community, tourism and recreation uses and benefits from convenient access to high quality parks and open space. Existing uses include: Casino Canberra, Civic Pool, the National Convention Centre, CIT Reid and Glebe Park. The area also benefits from immediate proximity to Commonwealth Park and the lake foreshore.

Opportunities exist to achieve intensification and character improvement in City South-East, capitalising on the backdrop of national avenues, views and vistas which contribute to the northern apex of Canberra's National Triangle. New development will provide a transition to the existing eastern suburbs of the city centre. A growing population will support the provision of further leisure, recreation and educational facilities.

In addition to continuing to support existing primary uses, long-term plans for this precinct include new residential development to support a gradual transition between the city centre and adjacent suburbs, consideration of a new city stadium, retaining and enhancing educational uses at the CIT Reid campus and strengthening physical and visual connections between the city centre, Commonwealth Park and the lake. A priority for catalyst projects such as these, would be to ensure strong integration with surrounding land uses; supporting the roles, function and objectives for this and adjacent precincts.

More intensive development in City South-East will allow for improved connections and greater people flow between the city centre and the lakeside, particularly to Commonwealth Park. City South-East will be accessible by rapid and direct public transport, including connections to key employment nodes, such as the National Triangle.

Priorities

- **GROWTH** – Adopt a strategic approach to the delivery of long-term growth with a focus on leisure, tourism, community benefits, education and sensitive integration with surrounding uses.
- **LAND USE AND DEVELOPMENT** – Provide for tourism, recreation, education and residential mixed-uses that generate activity, provide broad community benefits and create a gradual transition to adjacent suburbs.
- **CONNECTIONS** – Progress initiatives to improve the pedestrian environment and enhance connections between the city centre and the lake.
- **PUBLIC PLACES** – Encourage a transitional approach to public realm design that focuses finer-grain provision within the inner-city and responds to the changing character and context of Commonwealth Park, the lake and natural surrounds.
- **LANDSCAPE AND OPEN SPACE** – Provide safe and convenient access to existing natural amenity by enhancing connections between the city centre and the lake.

Objectives

- Improve pedestrian connections from the city centre to Commonwealth Park and the lakeside
- Reinforce the presence of the grand boulevards as development proceeds
- Become a destination for a range of leisure, recreation, tourism and education uses
- Enhance accessibility by major public transport upgrades including to and from key employment centres like the National Triangle

West Basin

Intent

Set against the iconic shoreline of Lake Burley Griffin, West Basin connects the Acton Peninsula with the picturesque central basin, Central National Area and major transport corridors of Commonwealth Avenue and Parkes Way. The area benefits from award winning private mixed-use development in Acton, delivering residential, complementary hospitality and cultural uses. A more recent addition to the open space offering within the precinct is Henry Rolland Park, a high quality waterside promenade and recreation space, opened in April 2018 as the first stage of the City Renewal Authority's West Basin project.

Ongoing renewal and transformation will continue to shape the future of this precinct. It will extend the city to the lake, providing people-focussed destinations and unrivalled waterfront public realm spaces. West Basin's future development will improve the accessibility of the area and its integration with the wider city precinct.

Development will provide for a mix of land uses (including residential) and in doing so create a neighbourhood with local amenity. A key feature of West Basin will be its community and recreational facilities, which will enhance its green space and waterfront setting. Improving pedestrian and cycling connectivity to and from the waterfront will also be an important priority.

Priorities

- **GROWTH** – Facilitate growth that creates neighbourhood style mixed-use residential development supported by local amenity, including a high quality public realm.
- **LAND USE AND DEVELOPMENT** – Provide community infrastructure and facilities to support residential mixed-use development with local amenity and complementary uses to support the needs of West Basin precinct and wider population.
- **CONNECTIONS** – Continue to deliver improvements to the pedestrian and cycle network and reinforce links with the city centre, public transport stations and the wider city precinct.
- **PUBLIC PLACES** – Progress programs to generate activity, build social capital and inform ongoing transformation.
- **LANDSCAPE AND OPEN SPACE** – Maximise opportunities for residents and visitors to enjoy the area's urban amenity and waterfront setting through careful selection of tree species and well-designed public spaces that provide for a range of passive and active uses.

Objectives

- Enhance pedestrian connectivity from the waterfront and to the wider city precinct
- Revitalise existing public and open spaces through investment in public realm, setting the groundwork for future residential and other development
- Accommodate a mix of uses including residential and community and recreational facilities which serve the local population as well as wider Canberra community
- Develop a distinct, vibrant and accessible Canberra waterfront area as a destination for visitors and residents



Macarthur node framework plan

Intent

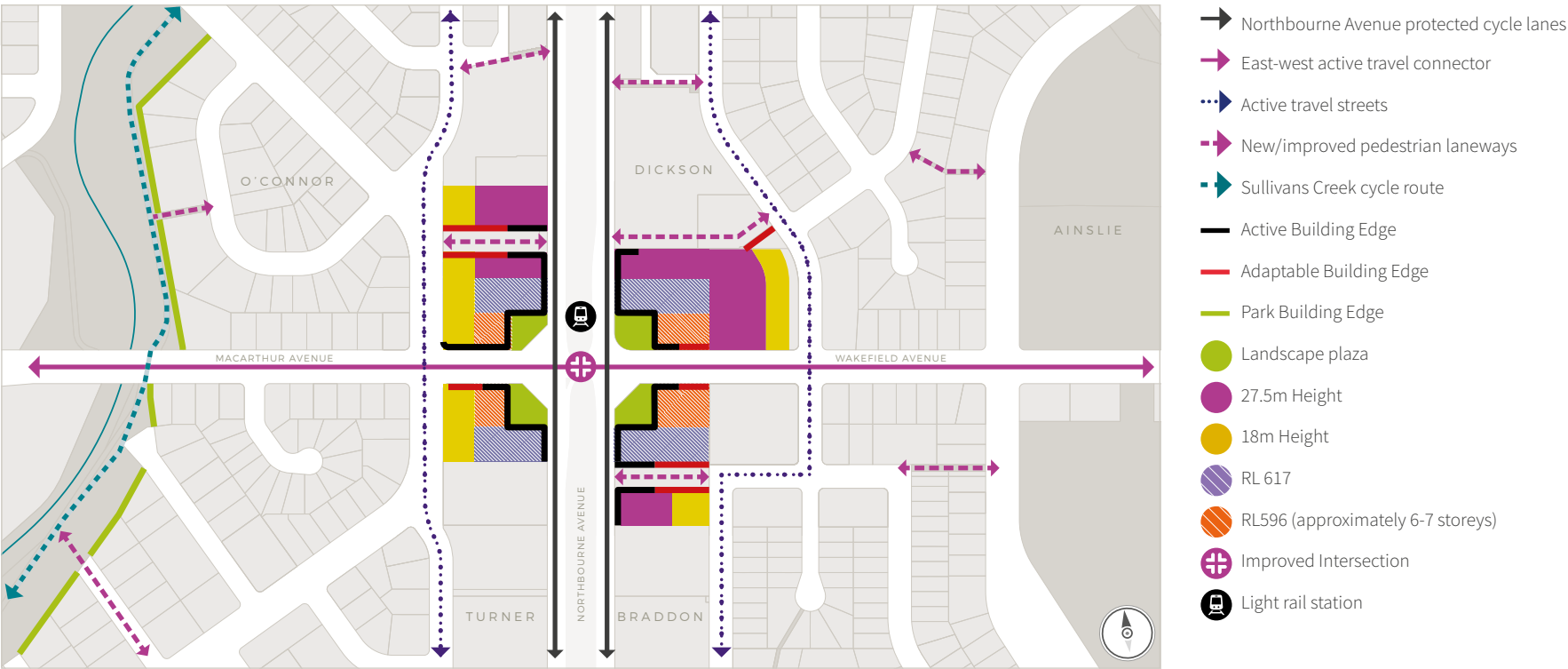
The Macarthur node will become a distinct destination on the light rail network. Buildings with convenience shops, cafes, services and employment around the light rail station, combined with increased pedestrian and cycle priority, and active building edges will create a more people-friendly environment to activate this location on Northbourne Avenue:

- Incorporating a mix of complementary land uses across the four sites will help create a more active precinct, catering to a range of users during the day and night
- Incorporate community infrastructure and services to create a hub that supports the surrounding residential areas and commercial convenience uses.
- Redeveloped buildings should face Northbourne Avenue, with entrances clearly addressing the Avenue and the light rail station and improved access for pedestrians and cyclists between the station, verge and building frontages.
- Improving the public domain through upgrades to the width of paths, verge treatments, street furniture and landscape elements will encourage a greater intensity and mix of uses.
- Ground-level activation on the four corners and the creation of new through block laneways will contribute to a shift towards human-scale development, providing better pedestrian access and amenity to the light rail station and creating more interesting and attractive thoroughfares.
- Developers are encouraged to provide more innovative design, integrating principles of sustainability with world class architecture to create a renewed character at this landmark node.

Design Criteria

- Define the corners and mark the axis - Ensure future development addresses the intersection, with an increased prominence to the buildings to punctuate this node.
- Reimagine the node as an urban plaza - Encourage the transition of the underutilised landscaped spaces on the corners of the intersection to active urban plazas with landscape elements that support increased pedestrian movements around the light rail station and between the four large sites facing the intersection.
- Improve the relationship with the streets - Promote a high quality, human scaled public domain with increased activation at the ground level.
- Clearly define public and private spaces - Improve the quality of the public domain and encourage use of public space, clearly identifying spaces that are accessible to all with a consistent and complimentary palette of materials, street furniture and landscaping.
- Actively encourage compatible community uses combined with commercial and residential uses to create a local scale hub that supports the surrounding areas by requiring at least 500sqm of community use in this location.
- Connect to the wider networks - Ensure continuity of the active travel network through the node to support people moving to and from the light rail network.
- Buildings up to RL 617 at the Macarthur node and their locations on the site are identified by the hatched areas in **Maps 8** and **12**. Detailed design and siting of building within the respective sites will be determined through an amendment to the National Capital Plan.

MAP 12: Macarthur node Framework Plan



Dickson node framework plan

Intent

Integrated public transport and redevelopment in Dickson will result in a range of new uses and opportunities to create a presence for the Dickson commercial centre on Northbourne Avenue, with strong connections to the existing centre (**Map 13**). The light rail and bus stations and new ACT Government office building will establish a public transport and employment focussed activity node with new frontages from Antill Street to Cape Street, attracting more people to Dickson and providing opportunities for shops, restaurants and businesses to benefit from increased trade.

- The 2011 Dickson Master Plan had a strong focus on increasing the permeability of the Dickson centre by improving east-west connections and creating new mid-block links. Improving permeability in the area will strengthen connections between the existing group centre and the new light rail stop.
- New east-west through block pedestrian connections between Challis Street and Northbourne Avenue will provide a safe and attractive route to and from the light rail stop.
- There is an opportunity to increase the permeability of the sites by establishing new pedestrian laneways as part of future redevelopment. Pedestrian laneways will provide the opportunity for fine-grain commercial uses, with smaller frontages allowing for cafes, pop-ups and convenience-based retail.
- New cross-block links, pocket parks, plaza spaces and building entrances to Northbourne Avenue will increase the ground level activation and improve the centre's presence on Northbourne Avenue.

Design Criteria

- Improve visibility of the centre from the gateway - Provide a greater presence for the group centre on to Northbourne Avenue and strengthen connections to the light rail network.
- Improve connectivity - Extend the pedestrian links from the group centre to public transport and across Northbourne Avenue.
- Integrate transport movements - Improve active travel routes and better integrate all modes of transport along Northbourne Avenue and Challis Street for cyclists, pedestrians, private vehicles and public transport.
- Improve the relationship with the streets - Improve the interface of buildings with Northbourne Avenue and Challis Street and promote a human scale public domain with focussed areas of increased activation at the ground level.
- Integrate new and existing development - Encourage redevelopment of the Dickson sites facing Northbourne Avenue to allow for a greater mix of land uses while ensuring new development does not detract from the successful fine grain character of the group centre.

MAP 13: Dickson node Framework Plan





ACCESS AND MOVEMENT

This chapter identifies improvements and changes that deliver increased integration of the transport network within the gateway corridor in response to growing demand for travel by a broader range of users and travel modes. This chapter also identifies the need to provide better access to services, employment and user/place based design of the access and movement environment.

Light rail, integrated with the bus network, will provide frequent, reliable and high-amenity inter district and local public transport in the corridor. Improved walking and cycling connections will also provide more options for sustainable movement around the corridor.

A Movement and Place Framework underpins the future directions for an integrated transport and land use network along the corridor and surrounding streets, cycling paths and footpaths. This Framework provides a basis for balancing the dual function of streets: moving people and goods, and enhancing the places they connect and pass through and acknowledges that the needs and expectations of place making and land use differ for different spaces and places. Realising successful spaces and places means better integrating land use and transport planning in a way that supports the community to move safely, efficiently and reliably for people and freight while also enhancing the liveability and amenity of spaces and places along the corridor.





Strategic transport network

An integrated transport network considers all transport modes, their key networks and how they interact. **Figure 12** conceptually depicts the strategic transport network elements. The public transport, road, and active travel (walking and cycling) networks make up the overall transport network.

Key design elements include:

- Improving public transport by integrating light rail and buses
- Developing an effective road network that recognises the greater public transport use function of Northbourne Avenue while also providing effective through travel by-pass of important people-focused centres, areas and spaces
- Improving routes and connections for walking and cycling and creating safer streets for people
- Managing the demand for private vehicle travel by providing safe, efficient alternative travel choices
- Considering reducing road capacity on Northbourne Avenue to discourage through traffic and improve active travel

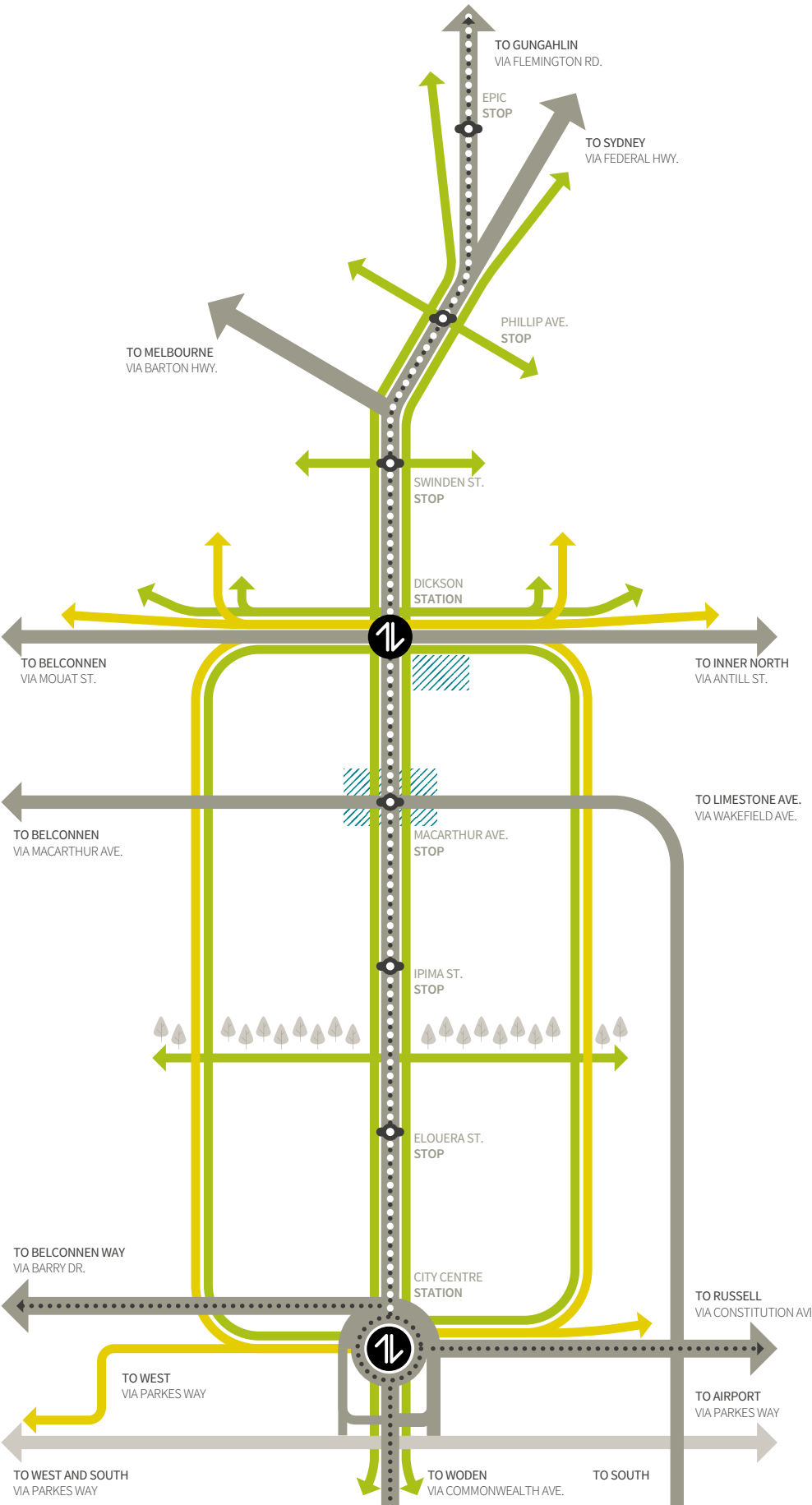
The recognition and integration of broader transport modes aims to balance the needs of each transport mode and deliver the best use of finite space in the corridor. It aims to provide greater mode choice by increasing the priority, provision and support for active travel.

An integrated network with greater transport mode choice and provision has significant benefits for users, including:

- Increased safety for users through a balanced provision of different transport modes
- Increased travel capacity and effective use of space
- Improved public transport reliability
- Improved place quality of the urban environment
- Reduced vehicular traffic dominance
- Increased active lifestyles through people-friendly and safe environments.



FIGURE 12: City and Gateway corridor strategic transport network diagram



Transport stations and stops

- Dickson bus & light rail station
- Light rail stops
- City centre transport station (bus and light rail)
- City centre active travel hub

Transport Network Integration

- Light rail stage 1 and stage 2
- Bus network revision

Road network

- Parkway network access and cross city strategic route improvement
- North-south corridor routes supporting the road function of Northbourne Avenue
- Eastern and western distributor routes to direct traffic around the city centre
- Local area traffic improvements
- Freight bypass route via Majura parkway connecting decoupling locations

Managing the demand for travel -parking management

- Parking plan for the City centre
- Parking and vehicular access management

Improving active travel options

- New north-south cycling routes to the east and west of Northbourne Avenue
- Improved east-west cycling and pedestrian connections including pedestrian mid block links
- Intersection priority to improve pedestrian and cyclist crossing at key city intersections.
- Expanded Civic Cycle Loop
- Improving active travel on Northbourne Avenue

Places and streets for people

- People priority in city centre streets and spaces
- Expansion of the strategic pedestrian network in the city centre, improving connections
- Deliver Northbourne Plaza between Sydney and Melbourne buildings

Urban boulevard - Northbourne Avenue

- Vehicular access management to support active travel
- Reclassify from arterial to transit boulevard

Road Networks

- Rapid transit route
- Arterial road
- Strategic route

Public Transport Networks

- Light rail route
- Bus route (to be determined by TCCS)

Active Travel

- Active travel

Other

- Node
- Transport interchange
- Light rail station
- Haig Park

A user focused Movement and Place approach

The city and gateway corridor has multiple access and movement roles. Its nationally significant role and character as a Main Avenue and Approach Route. It has a nationally significant role and character as a Main Avenue and Approach Route. The demand for movement and access will increase in the future with the growth of the metropolitan and gateway corridor population.

The user experience of the corridor is influenced by many factors including mode and type of journey. Journeys are made using a range of transport modes including: private and commercial vehicles, public transport, cycling and walking. Northbourne Avenue is currently car dominated and as a result provides poorly for pedestrians and cyclists. The introduction of light rail and renewed urban development will introduce higher numbers of people that will increase demand for travel, particularly active modes such as cycling and walking. The renewal of the gateway corridor will respond to the demand by providing improved facilities for public transit and active travel journeys rebalancing user needs.

FIGURE 13: Movement and place matrix

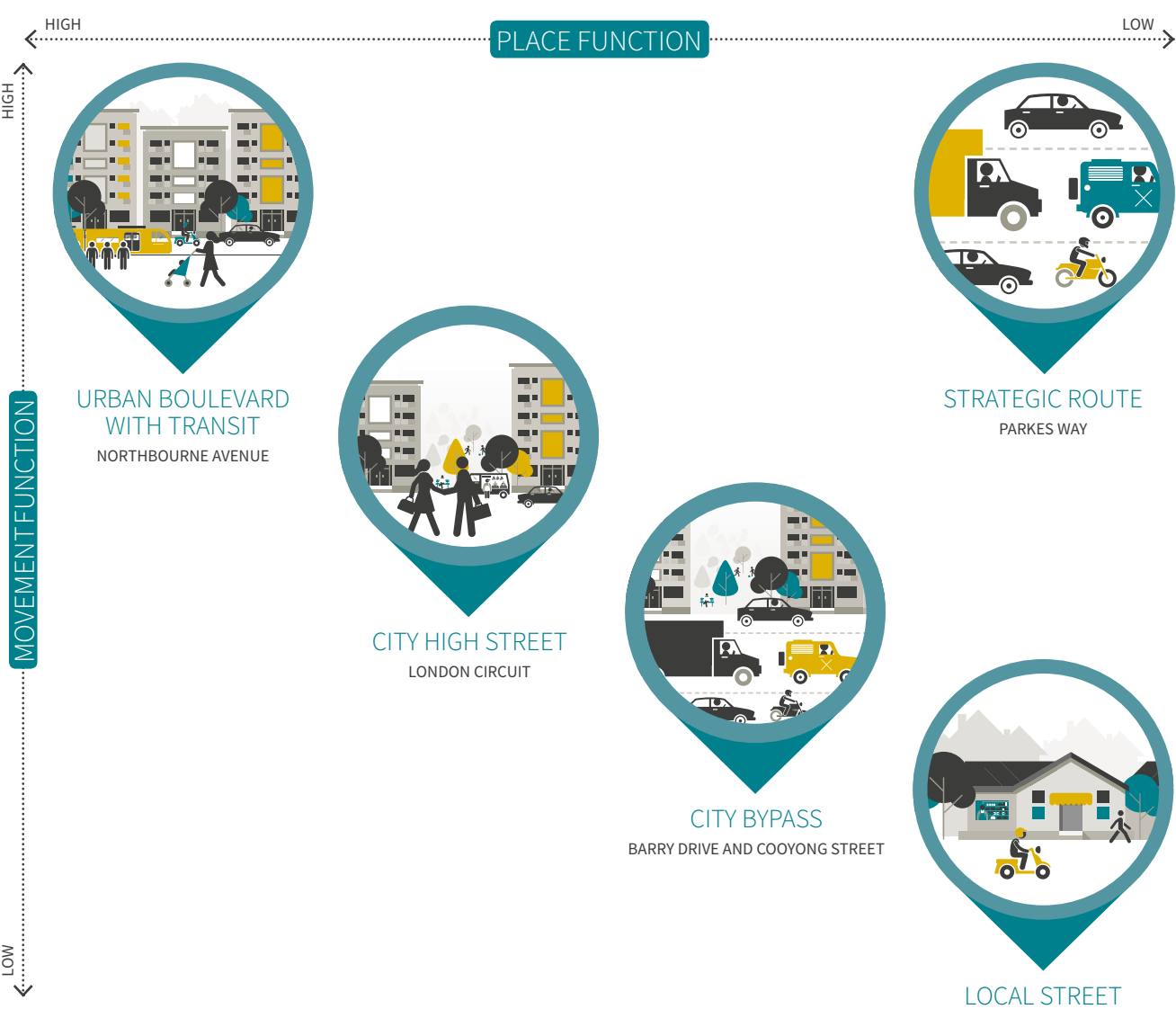
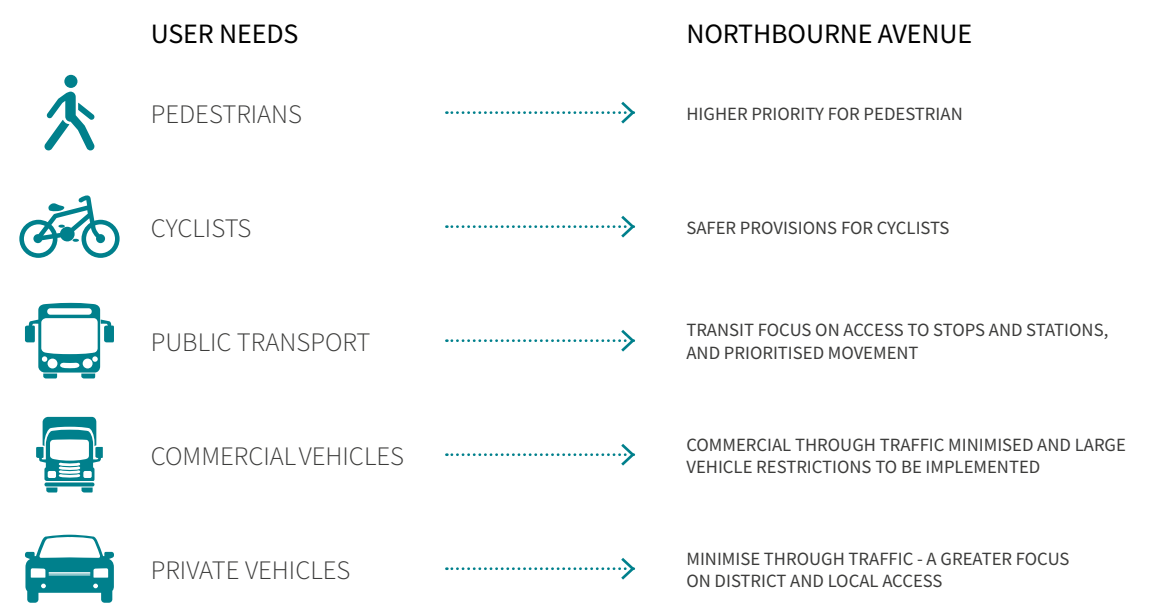


FIGURE 14: A rebalanced user focus - Northbourne Avenue as a transit corridor



Creating a more balanced Urban Avenue through Movement and Place planning and design

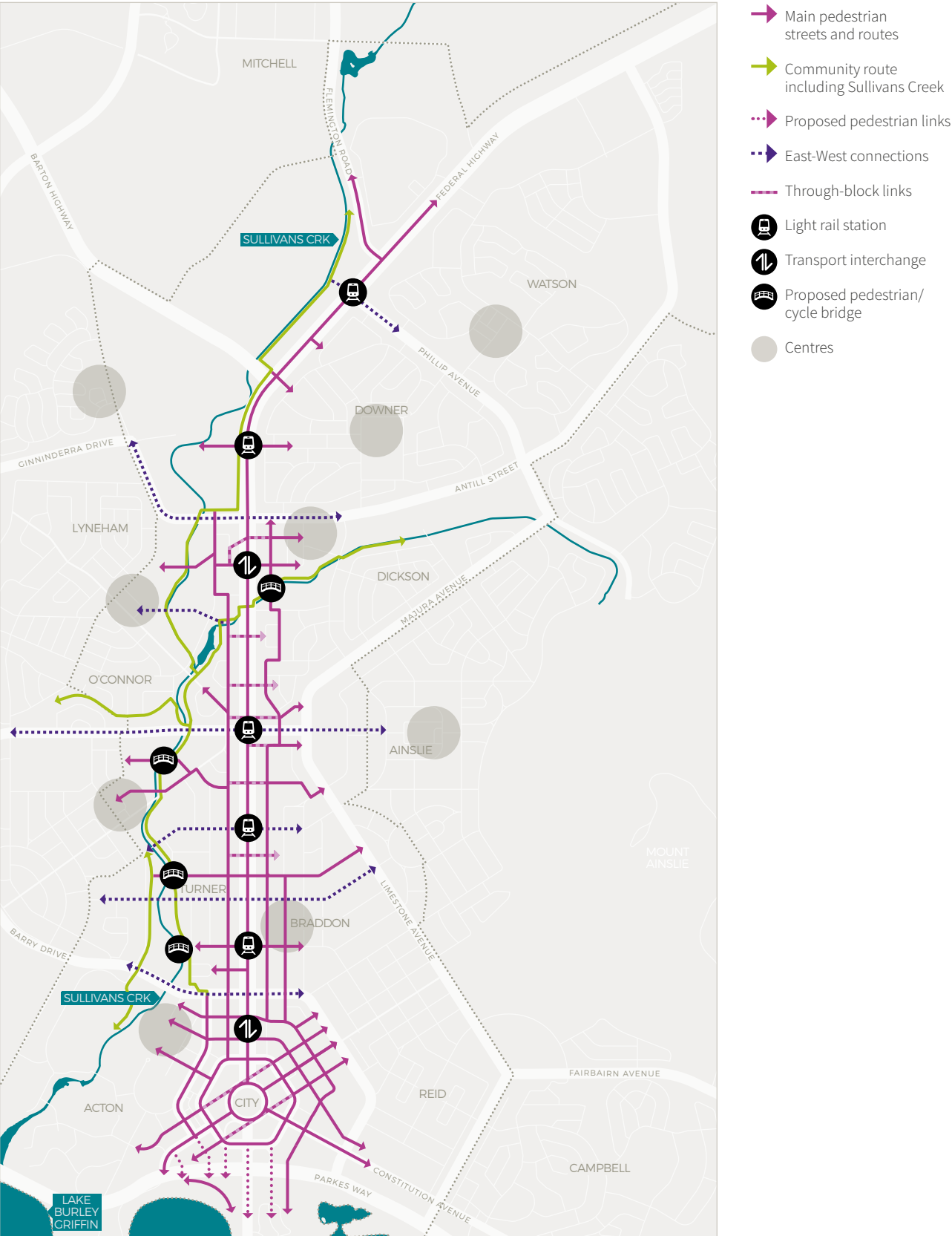
The ACT Government (through TCCS) are developing a Movement and Place Framework for Canberra, which will provide a basis for integrated road network planning across the ACT.

The Movement and Place Framework recognises that street planning is about much more than providing sufficient space for vehicles and standardised facilities for walking and cycling. It is also and equally about quality place making, liveability, urban activation and sustainability. It therefore considers the full breadth of users, uses and activities and how the competing needs can best be balanced through design at particular locations. At the core of Movement and Place street planning is the development of a two dimensional street classification matrix, based on comparable status hierarchies for roads (movement) and streets as places (Figure 13).

The application of the Movement and Place matrix will provide a broader and richer understanding of user needs than the current one dimensional road hierarchy classification system (arterial, distributor and collectors, etc). Although the traditional road classification system will remain, the Movement and Place approach complements and broadens the system for strategic planning purposes. The needs and safety of vulnerable road users, particularly at the nodes and in the city centre, will be balanced against the importance of Northbourne Avenue as a major central road.

Movement and Place planning will put more focus on active travel users for all ages and abilities and support higher-quality urban environment. The approach will also help implement the Minister for Planning and Land Management’s Statement of Planning Intent, which also prioritises a people-first approach in delivering high quality public spaces and streets. **Map 14** identifies the rebalancing of the user needs and changes to redefine the function of Northbourne Avenue as a transit corridor with an increased people focus.

MAP 14: Gateway Corridor Walking Connections



Strategic walking network

The aim of the strategic walking network is to increase the mode share of walking for people of all ages and abilities in the corridor. More Inner North residents already travel to work by walking than those in any other district of Canberra. In the future it will become increasingly important to convert more short distance trips to walking as more people live, work, shop and socialise in the corridor.

Intent

Providing infrastructure for people of all ages to walk more is about providing safety and convenience, but it is also about enjoyment and urban experience. Young and old enjoy walking in places that are well designed and landscaped, where they feel safe and can rest, be social with destinations to eat, drink, shop and access facilities and services. Walkable and active streets are therefore about much more than just safety.

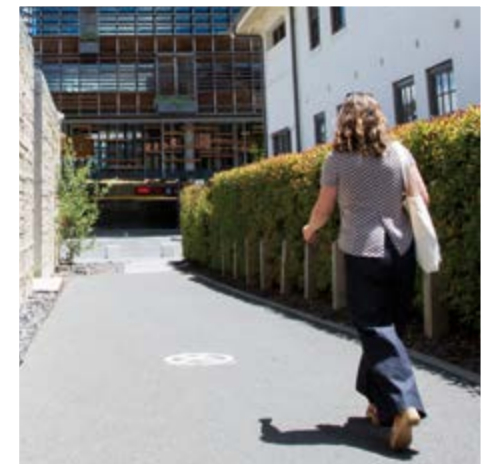
Map 14 identifies strategic walking connections that will enable greater pedestrian connectivity across and along the corridor and within the city centre.

Strategic areas of focus for pedestrian facility improvements are:

- ensuring existing paths are well maintained and safe for establishing strong linkages between the ANU, Braddon and long-stay car parking on the periphery of the city centre
- creating a sense of journey and a unique pedestrian experience between the city centre and Lake Burley Griffin
- providing separated walking and cycling facilities along busy routes to reduce potential for conflict, for example expanding the city cycle loop to separate pedestrians from cyclists in the city centre
- prioritising city centre streets for people and activity in prime locations (e.g. through the introduction of share-ways)
- reducing the dominance of vehicle traffic and parking in prime city centre locations
- elevating the status of key pedestrian routes by reducing pedestrian wait times at signalised intersections and removing left turn slip lanes to improve pedestrian safety and access
- improving accessibility by providing cross-block pedestrian links through new development sites.
- lowering traffic speed in appropriate locations to promote place making outcomes, particularly in relation to improving safe pedestrian and cycling conditions.
- providing pedestrian priority across streets, access roads and along busy walking routes and developing active travel streets that improve conditions and priority for walking and cycling
- locating destination social infrastructure in areas well connected by pedestrians pathways.

Design criteria

- Improving pedestrian facilities such as wider footpaths and safer crossings
- Reducing pedestrian wait times on key signalised intersections
- Adding shade, vegetation and street furniture to make walking more comfortable
- Invest in appropriate street lighting to make people feel safe at night in targeted locations
- Improving wayfinding and signage so that people easily know how to get between destinations and to public transport
- Implementing lower speed environments on targeted city and gateway corridor streets to support more pedestrian activity, cycling and to improve safety for all road users
- Ensuring that mid-block pedestrian links are provided when long blocks adjacent to Northbourne Avenue are redeveloped so that pedestrians have convenient access to Northbourne Avenue (refer to **Map 18** and **Figure 17** in the Section on Access Management of Northbourne Avenue where mid-block linkages are to be provided).



Strategic cycling network

Canberra is one of the leading cycle cities in the southern hemisphere. The city's structure and streets already underpin one of the most extensive on- and off-road cycle networks of any city in Australia and support some of the highest commuter cycling numbers.

The Framework aims to improve the safety and convenience of cycling for all ages and abilities in the corridor, making it an attractive option for short trips. Cycling helps to address two issues currently experienced in the corridor: high levels of physical inactivity and traffic congestion.

However, recent studies show that women and older people are under represented. By considering infrastructure targeted to the interested yet concerned or less confident cyclist, there is scope to attract many more riders, particularly for short trips of 2-5km.

Map 15 shows the strategic cycling network plan for the inner north and key City and Gateway cycle routes. The map includes existing and future principal and main routes. The network will be comfortable and convenient for riders aged 8 to 80 to use. Routes utilise off road paths, protected bike lanes and quiet streets.

Future routes in the network are planned to be direct, connected to more destinations and accessible to more people. Key on-road cycle lanes, identified as future principal routes such as those on Northbourne Avenue, will be upgraded to protected bike lanes.

The key City and Gateway routes are highlighted in **Map 15** and are part of the wider network. These routes are to be improved and developed as part of the City and Gateway Urban Renewal.

The network hierarchy represented includes:

- Principal routes connecting the City, town centres and the Parliamentary Zone
- Main routes typically connect to group centres and employment areas
- Local routes, typically connect to local centres and schools

Access paths are not shown on this map but represent all other routes. Such access paths provide safe connections catering particularly for the 'last kilometre' of journeys ending at for examples homes.

Northbourne Avenue cycle lanes and active travel streets

The existing Northbourne Avenue on-road cycle lane is a popular facility that is used particularly by confident cyclists and commuters as the most direct route for travel north and south, to and through the city centre. Feedback from consultation indicates that, for the broadest range of users, this on-road facility is less attractive because of its proximity to general traffic. Alternative routes to Northbourne Avenue such as residential side streets and Sullivans Creek shared-use path are very popular, despite being less direct. They are perceived to be safer because the routes are either separated from traffic or in environments with less and slower traffic.

Intent

Northbourne Avenue's verge width will be increased to incorporate the existing on-road cycle lane. The cycle lane will be built at the raised level of the verge protecting and separating cyclists from traffic. Improvements to the verge will include increased footpath widths.

The Framework also proposes that the important function of side streets for cyclists be formally recognised and their designation as 'Active Travel Streets' be supported. They provide relatively direct routes from the neighbourhoods of the Inner North, such as Dickson and Lyneham, to the city centre. Active Travel Streets are streets which are designed to make on-road cycling and walking safer.

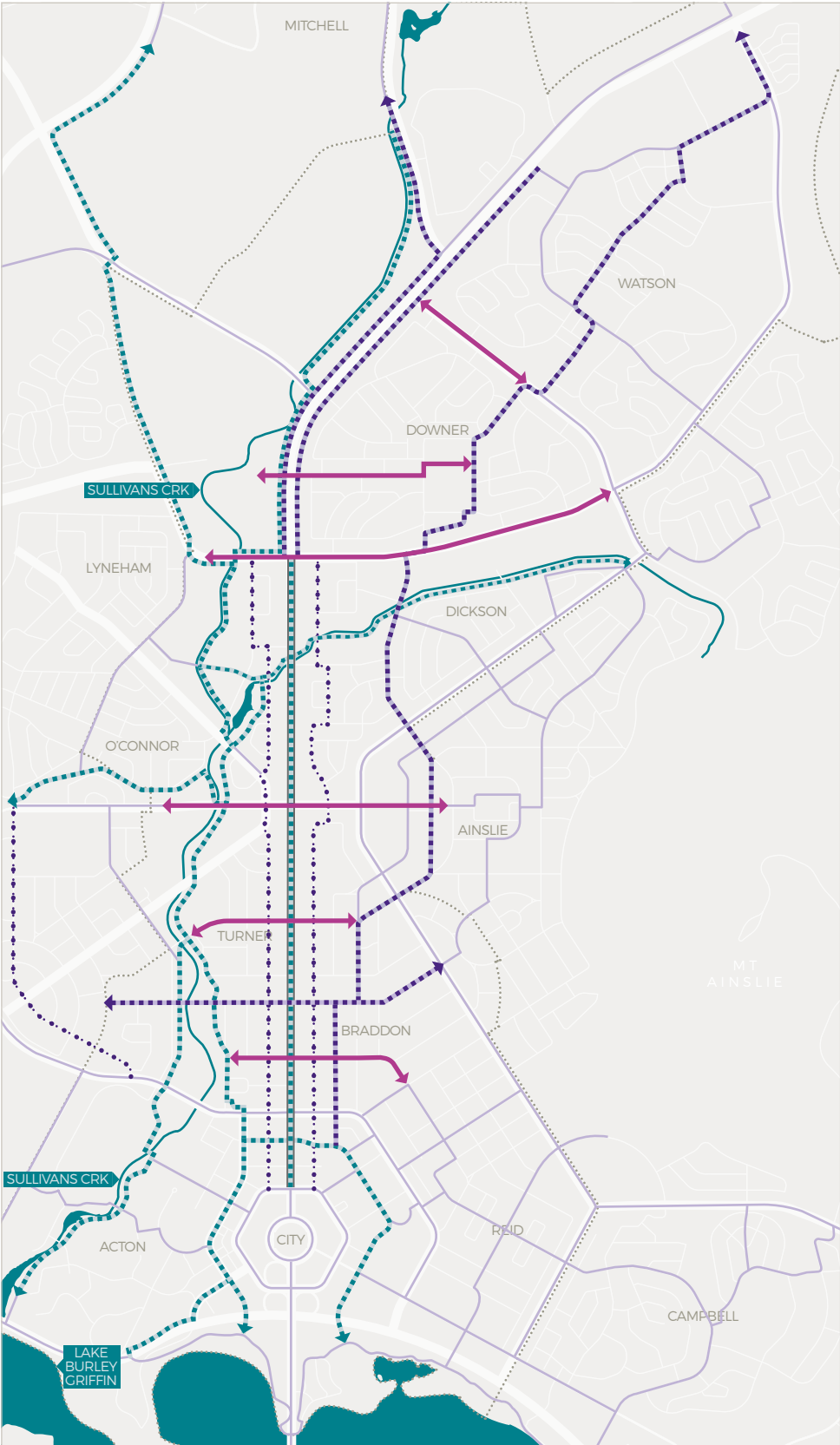
Design criteria

A protected cycle lane will be more attractive to a broader range of users, including city centre residents and residents of neighbouring suburbs. This safer design is consistent with the recently established city cycle loop and is considered a logical expansion of this route. From a network perspective, this route and modified safer facility design will also continue to provide for commuters travelling to or through the city centre.

In the longer term, as part of a coordinated transformation of Northbourne Avenue wider verges and wider, protected cycle lanes can be developed. **Figures 15** identifies the options for protected cycle lane designs.

Improvements to intersections, line marking indicating bicycle use, speed limit reduction and street car parking changes are among the measures to be implemented as part of defining active travel streets in the short term. It is noted that more vehicles will use these side streets of Northbourne Avenue as development increases the number of people living on Northbourne Avenue and access developments via side streets. Active Travel Streets will alert vehicle users to cycle use and promote greater safety along side streets of Northbourne Avenue. A pilot active travel street is currently proposed for Forbes Street and Moore Street, with the first round of upgrades focused on improving the safety of cyclists.

MAP 15: Inner North cycle network and key City and Gateway routes



- Principal routes including Sullivans Creek
- Northbourne Avenue protected cycle lanes
- Inner North Strategic Cycle Network
- Main routes including Garden City route
- Active Travel street
- East/West Connector streets

Garden City Cycle Route

Analysis shows a gap in safe cycling connections in the eastern area of the corridor. There is an opportunity to provide a direct, convenient cycling route to the city centre and Dickson and north to Watson.

The Garden City Cycle Route is designed to fill this gap and provide safe and convenient cycle connections on the eastern side of the corridor. This new route will complement existing routes such as Sullivans Creek principal route, Northbourne Avenue protected cycle lane and new Active Travel Streets.

Intent

Using a variety of streets and places, the route will accommodate both cyclists on local trips and visitors exploring the city. The Garden City Cycle Route will use existing streets to link Watson, Dickson, Ainslie and Braddon before connecting to the city and lake edge via the inner city cycle loop on Bunda and Allara streets. The route identified in **Map 15** is suggested and links schools, local centres and green spaces. The map also shows alternative or additional route options. It is recommended that further work to develop the route be undertaken, including confirming the alignment and facility design and that the route be progressively implemented. A strong wayfinding strategy is recommended to complement the Garden City Cycle Route. Branding will also be considered.

Design criteria

The Garden City Cycle Route is intended to cater for both short and longer trips and be suitable for users from ages 8-80. To maximise safety, the Garden City Cycle Route is proposed to be a protected lane for cyclists, separated from vehicles and pedestrians at high use and conflict locations. However, route design and treatment will vary to reflect site specific circumstances.

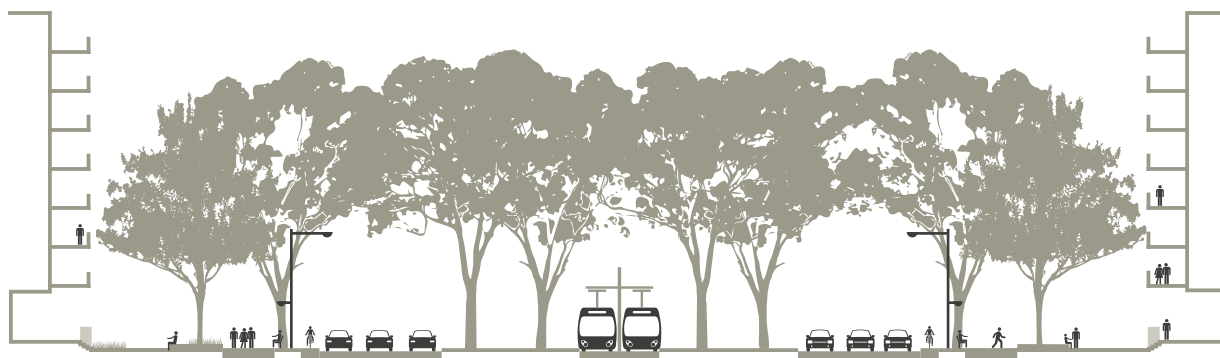
Sullivans Creek community route

The Sullivans Creek shared-use path on the western side of the corridor currently attracts a diverse group of cyclists. In the six months from December 2017 to May 2018 over 250,000 people cycled along the route. It has recently been widened in parts and road crossings improved, which is a reflection on its popularity. The path runs along the Sullivans Creek open space corridor, providing a high amenity as well as safe and convenient cycling route.

Intent

There are opportunities to extend this popular route to the north and south and progress improvements to existing facilities such as continued path widening and road crossing safety improvements.

FIGURE 15: Formal landscape avenue cross-section medium term Northbourne Avenue 3 lanes each way with protected cycle lane



East-west connector streets

Improvements to cycling and pedestrian infrastructure have been undertaken in preparation for the beginning of light rail. Improvements include footpath widening and cycle lane installation on streets perpendicular to Northbourne Avenue, which is the active travel catchment of light rail. Condamine Street and Macarthur and Wakefield avenues are locations where improvements are planned or complete (**Map 15**). These improvements will continue.

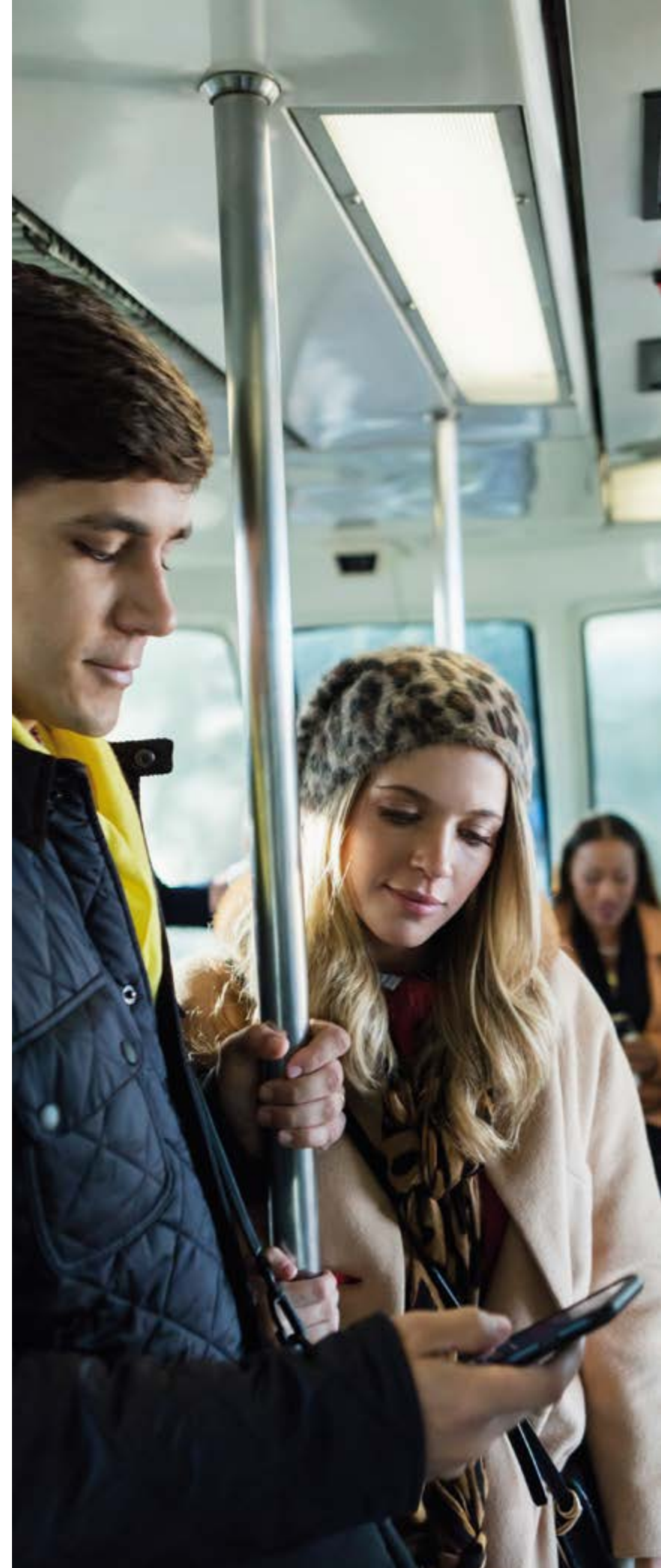
Public Transport Network

With the introduction of light rail rapid transport along the gateway corridor and to the city centre buses along this route will largely be replaced. Transport Canberra is revising the bus network for the corridor and Canberra to include:

- More rapid routes throughout the city.
- Shorter, straighter, more regular and reliable local services that connect into the Rapid Routes and light rail.
- Greater service coverage and frequency, seven days a week at peak and off-peak times.

For the city and gateway corridor local bus services have been simplified to provide more direct routes to the city centre and Dickson Interchange where passengers can transfer to Light Rail or bus services to access destinations covering most of Canberra.

Light rail will provide a high capacity, frequent rapid link through the heart of the inner north providing easy access to the city, Dickson, Gungahlin, and key destinations along Northbourne Avenue.



Strategic road network

The corridor is supported by a road network of parkways and arterial, distributor, collector and local streets. This section outlines opportunities for managing the road network and the changes that will need to be made to the road network to facilitate a safer, more efficient and balanced movement network and to achieve urban renewal outcomes.

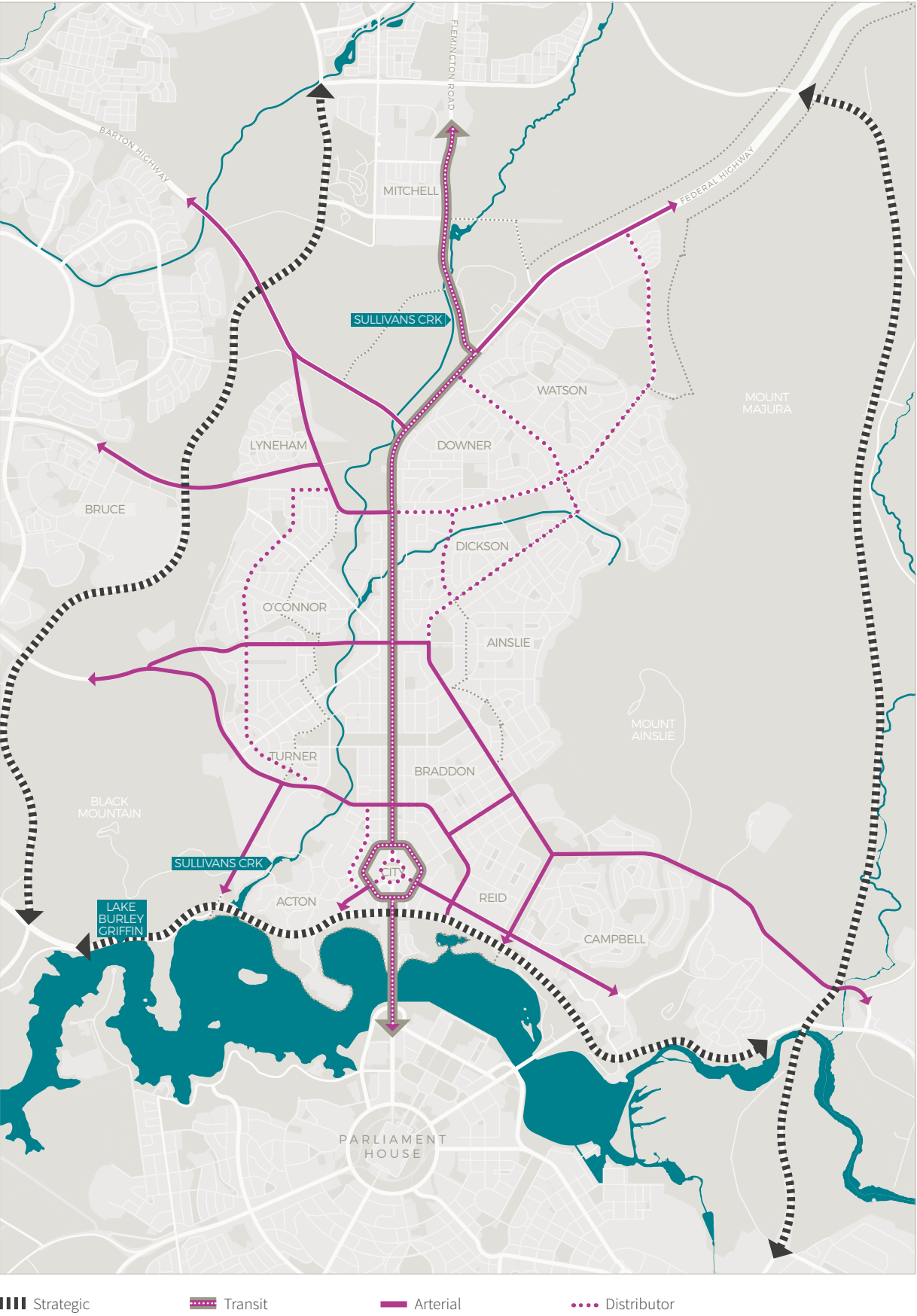
The changing role of Northbourne Avenue

Northbourne Avenue is part of Transport Canberra’s Rapid Network of public transport routes and, with the implementation of light rail, will provide significantly increased transport capacity along the corridor. The transit role and function of Northbourne Avenue is increasing and the movement function of the corridor also needs to reflect increased public transport and active travel use. Vehicular through-traffic not destined for north Canberra and the city centre is adding to congestion in the corridor. Alternative routes allowing traffic to divert away from the corridor and the city centre exist, including the arterial road networks of Majura Parkway and Gungahlin Drive. Transport modelling shows that a 50% reduction in through-traffic could occur as a result of:

- changes in mode share from travel to work by car to active transport
- increasing city centre pedestrian, cycling and public transport travel by rebalancing the user requirement, allowing increased active travel priority
- enhancing peripheral parkways to allow alternative access to Central Canberra
- improving traffic routes in the Inner North as part of the North Canberra road network that supports travel on routes other than Northbourne Avenue.

To support these changes, road network improvements will need to be made that take into account the wider metropolitan scale. This includes improvements to strategic routes (such as the parkways), the district network of roads and changes to traffic distribution in certain areas (such as in and around the city centre) (Map 16).

MAP 16: City and Gateway Road Network Hierarchy





Adapting the function of roads within the road network hierarchy

Northbourne Avenue is currently classified as an arterial road. As an arterial it provides for inter-district vehicular access and supports access to strategic routes for freight traffic. Over time, Northbourne Avenue will transition into a transit boulevard with a greater public transport and local traffic distribution function. By transforming the Avenue to a people-focused boulevard, it will be safer and more attractive for people using active travel, including public transport, yet move more people. To support this transformation, it is proposed that Northbourne Avenue's movement function be adapted to 'transit corridor' providing:

- **For Public transport:** High priority to public transport stops
- **For pedestrians:** High priority for pedestrians
- **For Cyclists:** Provision for cyclists in the form of protected lanes
- **For Commercial Vehicles:** Restricted access for B-Doubles and larger freight vehicles
- **For Vehicular traffic:** reduced inter district through traffic

By adopting Movement and Place planning and design principles the ACT Government will be able to manage and adapt the transport network in response to changes such as user needs, functional requirements and place value.

Within the city centre, changes are also identified to support development renewal. Reducing through traffic and delivering London Circuit as the city's high street will be supported by managing Northbourne Avenue, Vernon Circle and London Circuit as urban distributors rather than arterials (**Map 16**).

Access management for Northbourne Avenue

As Northbourne Avenue progressively changes over time to a people focussed, mixed-use urban boulevard linking Federal Highway to the city centre, it is important to address the issue of vehicular access to blocks fronting Northbourne Avenue.

Vehicle access

Intent

Access changes, coupled with active travel improvements, aim to balance the needs of all users, grow active travel mode share in the city and gateway corridor and provide a safer people focussed environment.

In the past many sites along Northbourne Avenue have been designed with a vehicular access focus. These access facilities cross the verge and are located within the landscape setback of the Avenue intended to enhance the landscape character of the gateway and provide high quality active travel routes.

This framework identifies changes to vehicle access (**Map 17**) to improve conditions for pedestrians, cyclists and the landscape fronting Northbourne Avenue. It identifies locations where:

- no new vehicle set-downs, site access driveways or frontage access lanes are permitted
- limited new vehicular set-downs and site access driveways may be considered for specific uses
- new road connections through large sites are suitable

Vehicle access to sites shall be located and designed to ensure pedestrian priority. **Map 17** identifies the restrictions to vehicular access along Northbourne Avenue.

Analysis of the pedestrian environment of the Formal Landscape Avenue character area between Antill Street and Barry Drive has identified issues that can be addressed to improve active travel, including the following:

- Improve the landscape quality of the verge and facilities for pedestrians by reducing conflicts and interruptions to the continuity of footpaths, widening footpaths and providing street lighting.
- Provide pedestrian links through long blocks to reduce walk times and encourage access to light rail.
- Improve pedestrian and cycling accessibility at major intersections and make pedestrian and cycle crossing safe and easy for all users.
- Avoid additional vehicle set-down facilities (porte-cocheres) at the front of buildings with double verge crossings, as they duplicate vehicle access crossing and create repeated conflict points along the Avenue for pedestrians and cyclists.

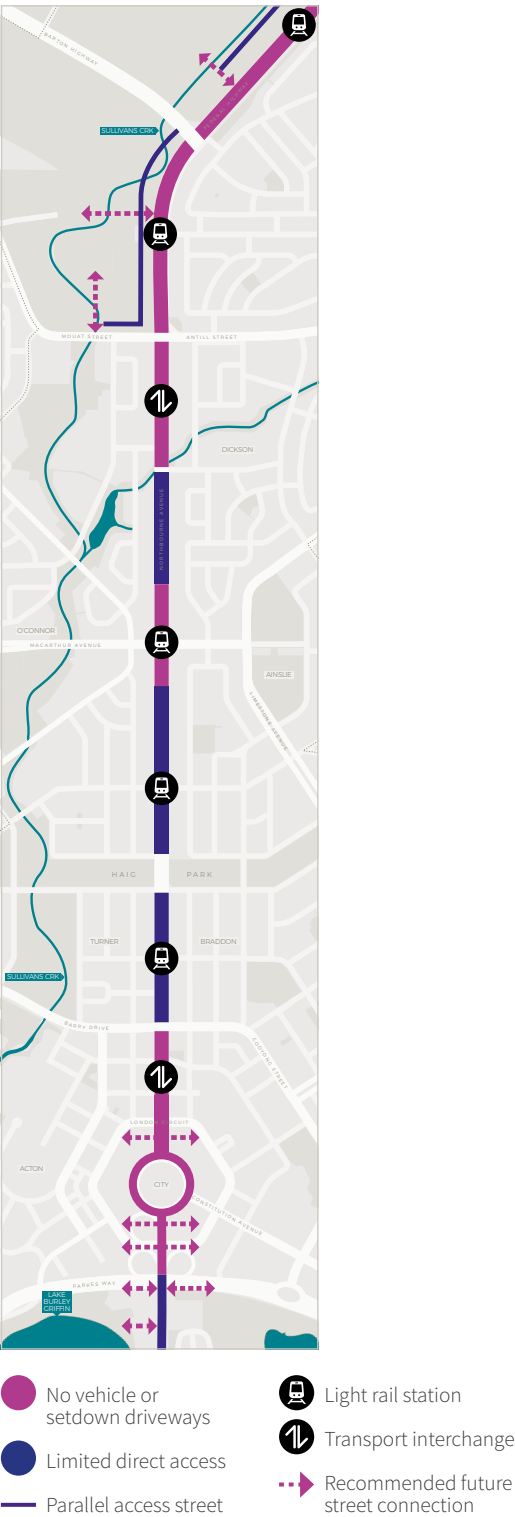
Design Criteria

Vehicle crossovers to blocks fronting Northbourne Avenue shall be minimised. Access shall be from rear or side streets. Individual site access is not permitted in areas along the Avenue in the city centre, near the Macarthur and Dickson nodes and along the Federal Highway south of Flemington Road. Where limited access may be permitted the design of vehicle access arrangements should ensure that continuity of pedestrian footpaths is maintained, vehicle access way width is minimised and materials integrate seamlessly with the intended verge and setback area character.

Map 17 identifies the locations of street connections to development sites north of Antill Street and west of the Federal Highway. The number of street connections will be minimised and managed to ensure public transport reliability and active travel continuity. These street connections will provide access to internal street networks including parallel access streets within the sites and provide individual building access.

Where limited access may be considered a shared space that extends from Northbourne Avenue to the rear street frontage is the preferred design solution. Such shared space is to provide coordinated access for vehicles and provide suitably for through block pedestrian access. These shared spaces shall be designed to prioritise pedestrian movement, contain high quality public domain treatments, including tree planting, footpaths and lighting. Coordinated access between sites and buildings within large sites is to reduce the proliferation of multiple site or building access roads or driveways.

MAP 17: Northbourne Vehicular Access



Vehicle, bicycle and car share parking

Intent

The provision for and storage of vehicles has a significant impact of the urban environment within the corridor. Vehicle access to commercial centres such as the city centre and Dickson is also highly valued. Improvements to public transport and active travel provide more opportunities to access these locations, and the corridor generally, reducing the impacts of vehicle storage. The benefits of improving public transport and active travel will have particular benefits for district level and short distance trips, as well as improving the potential for residents to not own or have reduced car ownership rates.

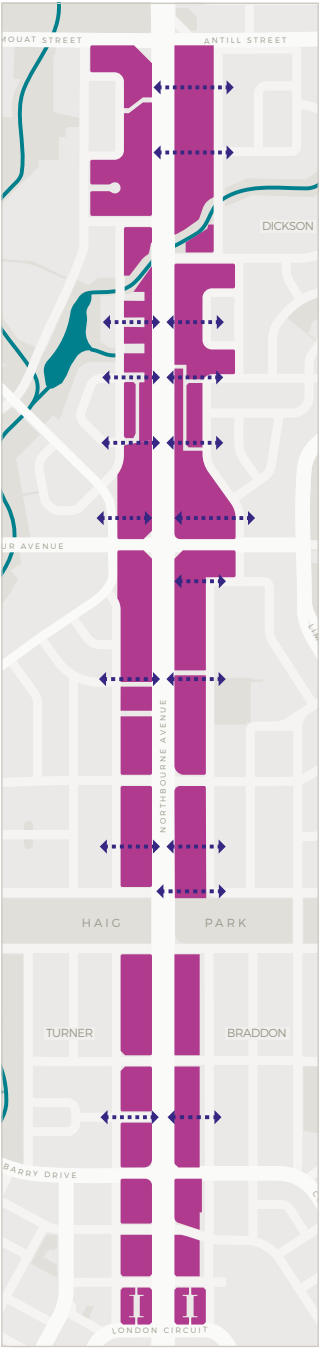
As renewal in the city centre and corridor progresses surface parking will be replaced by structured parking. Integrating car parking within buildings will require considered site planning, landscape and building design. On-site parking can be located underground or above ground within a structure. For all new residential, mixed use and commercial development any required visitor parking will need to be provided on site, as offsite areas are unlikely to accommodate required provisions. On site car parking will need to also consider landscape and, communal open space outcomes.

Design Criteria

- Car parking should be provided in basements or within parking structures screened from the public domain by occupiable floor space.
- The number of car parking bays complies with car and bicycle parking codes.
- Required visitor parking must be provided on site.
- Direct, clearly visible and well-lit access should be provided into common circulation areas.
- A clearly defined and visible lobby or waiting area should be provided to lifts and stairs.
- Natural ventilation should be provided to basement and sub-basement car parking areas.
- Ventilation grills or screening devices for car parking openings should be integrated into the facade and landscape design.
- Conveniently located and sufficient numbers of parking spaces should be provided for motorbikes and scooters.
- Secure undercover bicycle parking should be provided that is easily accessible from both the public domain and common areas. End of trip facilities should be provided in non-residential buildings, consistent with Territory requirements.
- Outdoor and accessible bicycle parking should be provided for non-residential development. This may be accommodated in the verge or setback area where deemed appropriate and does not impact on pedestrian enjoyment of the street environment.
- Conveniently located charging stations are provided for electric vehicles, where desirable.
- On grade parking should be avoided. Where on-grade car parking is unavoidable, the following design solutions are used:
 - > parking is located on the side or rear of the lot away from the primary street frontage
 - > cars are screened from view of streets, buildings, communal and private open space areas
 - > safe and direct access to building entry points is provided
 - > parking is incorporated into the landscape design of the site, by extending planting and materials into the car park space
 - > stormwater run-off is managed appropriately from car parking surfaces
 - > bio-swales, rain gardens or on site detention tanks are provided, where appropriate
 - > light coloured paving materials or permeable paving systems are used and shade trees are planted between every 4-5 parking spaces to reduce increased surface temperatures from large areas of paving.
- The provision of car share arrangements for developments could be incorporated to reduce the minimum parking provisions for future developments on a case-by-case basis, subject to consideration and approval by the ACT Planning and Land Authority.



MAP 18: Where mid-block links are to be applied



↔ East-west mid-block links

Mid-block links

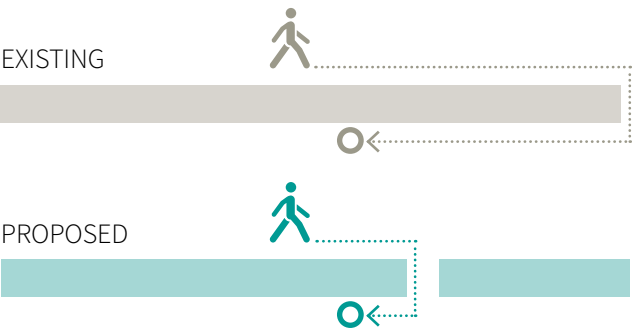
Intent

Mid-block links provide pedestrian and cycle access to Northbourne Avenue from adjacent residential neighbourhoods and side streets. Some laneways and routes already exist. New links and routes will be required through larger sites along Northbourne Avenue. New mid-block links will provide legible, safe and comfortable movement through to points of activity, transit stations and the Avenue generally. Mid-block links are particularly important at nodes and where light rail stations are located. Modestly scaled mid-block links between 5m and 10m wide are to provide a public right of way through development sites and will break up long blocks and building development at regular intervals allowing convenient access to the Avenue. Not all laneways will require active frontages to be effective, as ground level entries to multi-unit residential dwellings can support adequate surveillance and a pleasant walking environment. **Map 18** identifies where mid-block links should be applied in the corridor.

Design Criteria

- Mid-block links shall be provided through development sites in the areas identified in these design guidelines.
- Mid-block links can be used for shared vehicle access, where it is demonstrated pedestrians have priority.
- Mid-block links should be between 5-10m wide and at regular intervals along the frontage of Northbourne Avenue.
- Where identified on the edge type plan, mid-block links shall be activated at ground level.
- Mid-block links shall be adequately landscaped and lit to the satisfaction of the relevant authorities.
- Additional mid-block links may be required by the relevant authorities for large development sites.
- Mid-block links should be landscaped, well-lit and accessible at all times.

FIGURE 16: Improving walking times through provision of mid-block links









BETTER PLACES AND STREETS

The city and gateway corridor is set to experience ongoing growth and change. It will be critical to deliver a high quality public domain to support urban renewal and service people who live in, work in or visit the city and gateway corridor.

This chapter introduces place making principles to guide the transformation of public areas, open spaces and streets into people- and business-friendly places that promote community life and engender a distinctive cosmopolitan atmosphere.

What is place making?

Place making is about creating places for people. More than buildings, design or architecture; it is about the often intangible elements that people identify with and relate to and that result in a sense of connection with place and enhanced health, happiness and wellbeing.

Place making is fundamental to good design and the creation of liveable and attractive neighbourhoods and communities. It involves a collaborative and often community-led process to shape public places and streets. Decision making and change is guided by a particular focus on physical, cultural and social characteristics.

Significant benefits can be achieved by using participatory place making processes to improve quality of life and connect communities. Great places can contribute to the social, health and environmental capital of a city by encouraging diversity, building social cohesion, connecting people with heritage values and nature, and attracting investment and innovation.

Place making should focused on the following principles:

- People-focused places and streets
- Provide for a diversity of uses and users
- Places that are connected and legible
- Places that are safe, appealing and inclusive
- Support and encourage sustainability and innovation
- Empower the community to initiate change/place leadership
- Acknowledge and celebrate heritage places

THE PUBLIC DOMAIN MAKES UP 40% OF THE WIDER CORRIDOR AND INCLUDES THREE KEY AREAS:



OPEN SPACES

Parks, sporting grounds
and green corridors

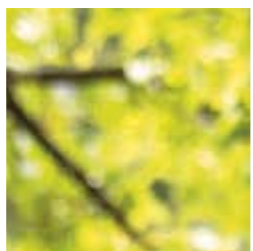


URBAN PLACES

Plazas, squares, laneways
and pedestrian areas



STREETS



Open Space

There is a great deal of open space within the city and gateway corridor – three times the national average and 10 times the current ACT Government provision for new residential communities. However, many areas are underutilised and lack activity and connection. Many parks are similar in character and identity – they typically include lawn, trees, little (and often poor quality) seating, lighting, street furniture and play equipment.

As the corridor's population and demographic mix grow, so too will the importance of, and pressure on, the open space network. Convenient access to high quality, well-maintained open space will be critical to supporting the physical, psychological and social wellbeing of future residents. This may require some consolidation of existing open space, as part of a 'quality over quantity' approach, to ensure delivery in a sustainable manner that is successful in addressing the diverse needs of the future population.



Opportunities

Revitalise Haig Park

Haig Park is a significant green space and heritage-listed landscape feature at the heart of our city centre. Currently, Haig Park is one of the inner city’s largest yet most underutilised parks. The park is linear in design, straddling Northbourne Avenue and located next to the major urban renewal areas of Turner and Braddon (Map 19).

Intent

It is intended that Haig Park will become a distinctive and inviting destination for locals and visitors alike and offer a cultural and urban recreation experience with play areas and natural amenity. Opportunities also exist to enhance east-west connections across Northbourne Avenue for pedestrians and cyclists and to promote the heritage significance of the park.

As part of reimagining a future Haig Park, a place plan has been prepared which draws on the findings of community and stakeholder engagement undertaken in 2017. This feedback, which focused on understanding the community’s views, issues and aspirations for Haig Park, confirmed that people value and appreciate the park as a large green space close to the city centre. Many feel that the park needs to be improved to meet the changing needs of the surrounding urban area around it. Design ideas for types of activities and ways to use and move around the park suggested that the park provide for a variety of different active and passive uses. The degree of change that the community wants to see for Haig Park was varied.

The Haig Park Place Plan takes a place making approach to the evolution of the park, with three stages guiding change – short term experiments and activations that create momentum and interest; monitoring the success of experiments and activations; and responding through adaption, modification, and implementation of long term improvements based on proven experiments and activations. These stages are cyclical and allow for ongoing evolution and community participation.

A Haig Park Conservation Management Plan (CMP) is being prepared and the implementation of place plan concepts will be established in accordance with the approved CMP.

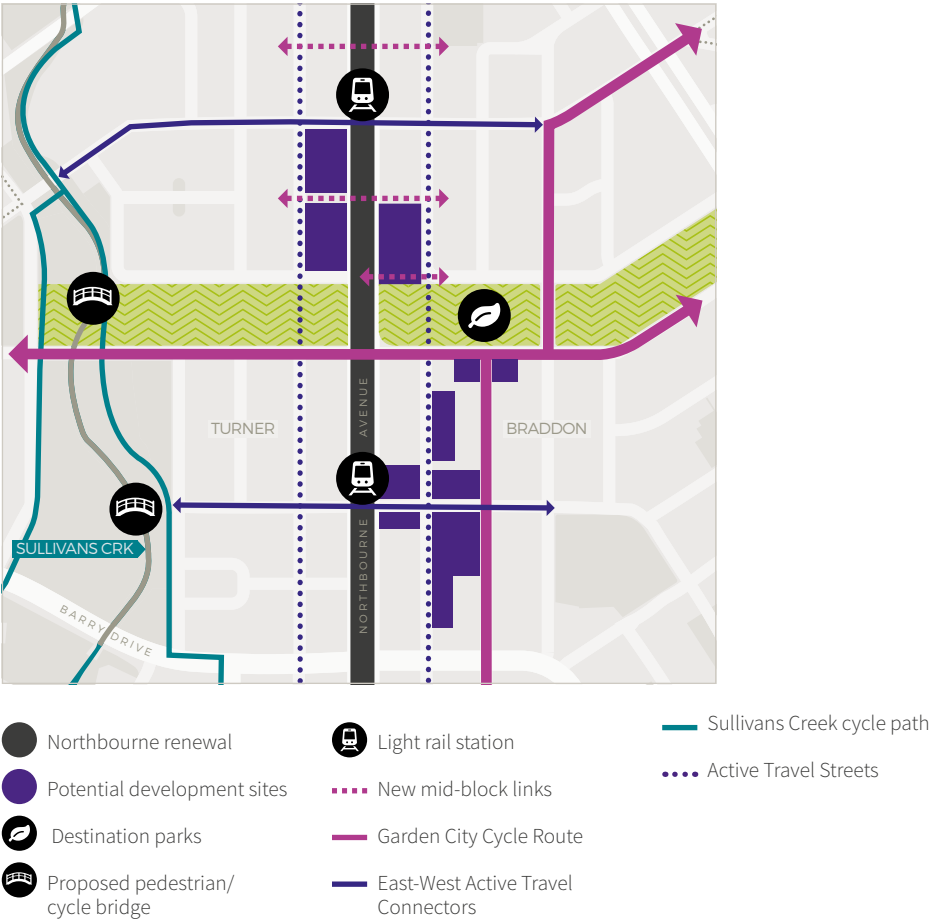
Design criteria

The evolution of Haig Park should be guided by the following:

- **HERITAGE** - conserve and respect the heritage values of the park
- **LINKAGES** - strengthen connections into and within the park
- **INFRASTRUCTURE** - enhance the function and use of the park
- **BIODIVERSITY** - enhance Haig Park’s status as a green lung
- **IDENTITY** - celebrate the unique identity of Haig Park
- **SAFETY** - ensure the park is a safe place to be at all times of the day and night
- **PLAY** - strengthen connections between nature and activities
- **HEALTH AND FITNESS** - meet the recreational needs of the local community
- **DESTINATION** - provide a place to meet other people
- **CULTURAL PROGRAM** - provide a diverse range of things to do within the park



MAP 19: Revitalising Haig Park





Connect and enhance Sullivans Creek

Sullivans Creek can become the backbone of a network of green open spaces offering high quality recreation to urban and suburban communities along the corridor.

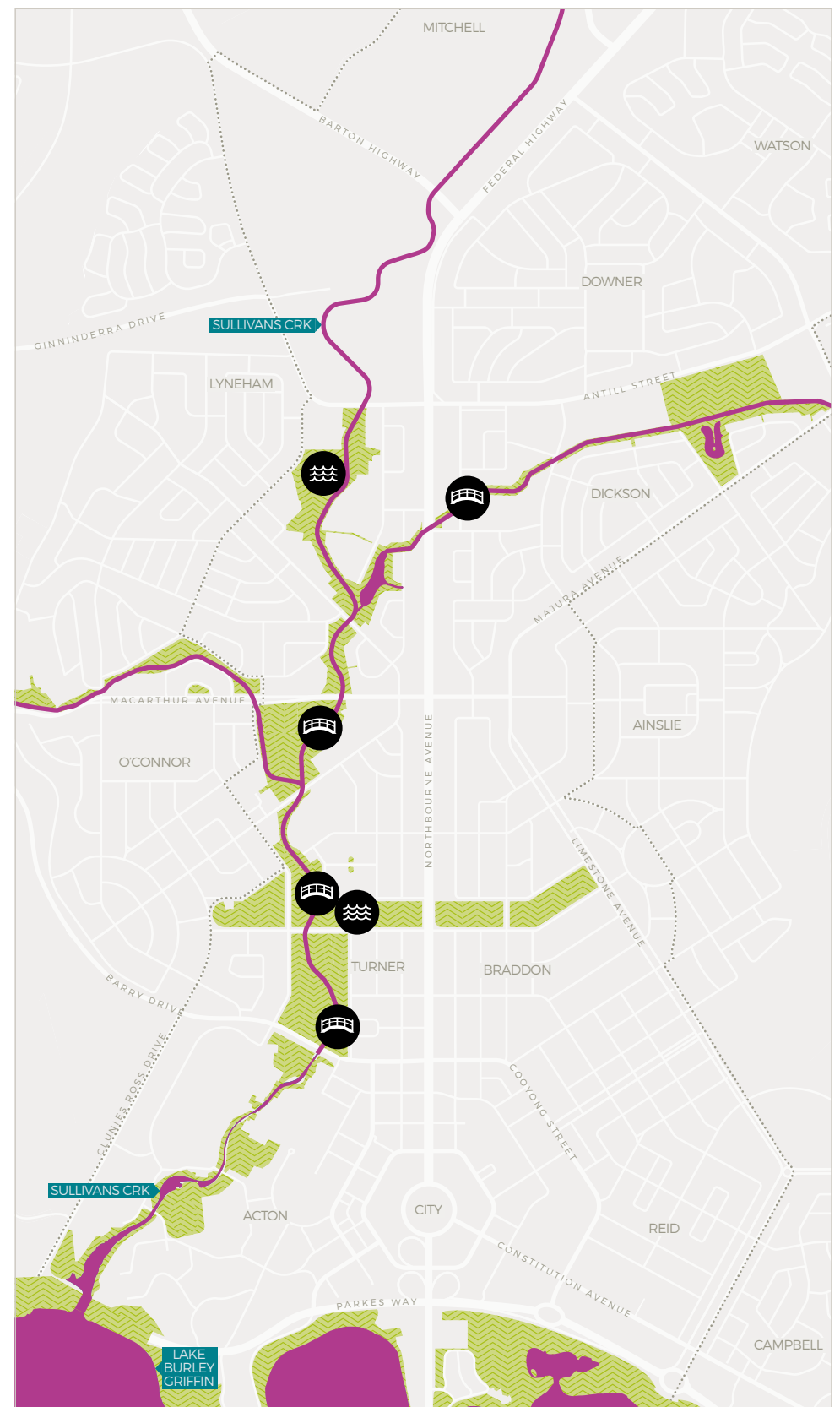
Intent

Improved pedestrian and north-south cycling routes along Sullivans Creek can provide safe active travel connections to Northbourne Avenue, local centres and community facilities. A multi-functional creek corridor can also protect and enhance key environmental values, improve ecological connectivity for wildlife and integrate aboriginal heritage and culture into its design.

Design criteria

- **CREATE A SERIES OF DESTINATIONS** - The creek corridor will become a safe, welcoming and pleasant commuter route and recreational 'green spine' through the city appealing to a wide variety of people, incorporating a series of destinations along the way - for example, parks and wetlands adjacent to the creek and recreation areas. Interpretative signage can be incorporated to celebrate the Aboriginal cultural heritage of the local area and 20th century history of Canberra's development as the nation's capital.
- **IMPROVE STORMWATER MANAGEMENT AND ECOLOGICAL VALUES** - A continuous green space link from the north to the south will create a unique, natural movement network, recasting Sullivan's Creek as a major natural asset. Over recent years, a sequence of sustainable wetland and water harvesting initiatives have already been completed along the creek corridor. These initiatives have demonstrated the significant potential that exists to revitalise the corridor. Innovative engineering projects have transformed parts of the creek into more engaging public spaces while delivering on water quality, flood mitigation and ecological objectives. As urbanisation of the corridor continues to increase the area of impervious surface, flood mitigation options will need to be considered as complementary works with the further development of the creek corridor. Two additional possible urban wetland locations are identified next to the creek corridor (**Map 20**) to help regulate the flow of water in the main channel and provide increased amenity for surrounding areas.

MAP 20: Location of proposed wetlands, pedestrian and cycle bridges





→ **ACKNOWLEDGE THE CULTURAL RIGHTS OF ABORIGINAL AND TORRES STRAIT ISLANDER PEOPLES**

- Improvement to the Sullivans Creek corridor offers opportunities to acknowledge Aboriginal heritage and culture in the public place design of the corridor, and it is desirable to involve Aboriginal and Torres Strait Islander People in any place upgrades.

→ **INCREASE ACTIVE TRAVEL OPPORTUNITIES** - The Sullivans Creek corridor is one of the most heavily utilised active travel routes in Canberra. Opportunities exist to reinforce and extend this network. At the moment, the pathways cross a number of busy vehicle routes. The continuity of the pathways can be improved in these locations by giving path users greater priority and formalising crossing arrangements as demonstrated in recent upgrades in Turner and O'Connor. Further upgrades would improve travel times, reduce the potential for accidents and encourage more walking and cycling. Opportunities also exist to strengthen active travel connections across the creek by providing additional cycle and pedestrian bridges to improve east-west active travel links between key destinations and strengthen connections with public transport (**Map 20**).

→ **IMPROVE SAFETY AND SURVEILLANCE ALONG THE CREEK** - The boundary conditions of the Sullivans Creek park system vary considerably along its length. Street frontages account for over half of Sullivans Creek's edges. These frontages allow pedestrians to access the area and provide passive surveillance for improved safety. However, the remaining edges mostly comprise back fences. These areas have low levels of passive surveillance from adjacent uses and may therefore feel unsafe. Urban renewal creates opportunities to improve this interface. There is the opportunity for buildings of adjacent blocks to better address and enhance access to the creek (**Figure 17**). However, it should be noted that, given the potential flooding risk associated with development next to Sullivans Creek, any additional development or redevelopment should be assessed against standards for floods up to and above the 1% Annual Exceedance Probability.

Improve links within the open space network

Opportunities exist to elevate the prominence of parks and natural amenity within the urban environment and consolidate maintenance and investment by integrating and emphasising the presence of quality open space. Parks and green corridors will be better linked with urban areas, commercial centres and other key destinations to provide a pleasant user experience, support animal habitat and biodiversity and reinforce Canberra's landscape character. Green spaces should be designed and linked in a way that promotes high levels of accessibility, the use of living infrastructure, a transition between built and natural environments and clearly legible entrances and connections.

These opportunities will help to revitalise the urban ecosystem and transform undervalued open space into a sustainable green spine that connects the city and gateway corridor, improves ecological connectivity and provides new opportunities for walking, cycling and recreation.

FIGURE 17: Potential edge treatment of Sullivans Creek





Destination park themes

To cater for the various recreation needs of a diverse, active and healthy community, there are opportunities to consider multiple themes in the design of destination parks in the city and gateway corridor. Some are listed as follows.



Spaces for play

Creating spaces for children often results in increased social interaction between adults. For this reason we are encouraging a combination of formalised playground facilities and nature-based play areas to support physical activity and creative exploration for all ages. Haig Park and Sullivans Creek lend themselves particularly well to these types of inclusions, which are anticipated to also be major attractors for families, individuals and active retirees alike, and generate important flow-on health and lifestyle benefits. Where possible, play spaces should include facilities such as sheltered seating, toilets and barbecue areas to increase appeal and encourage greater use.



Naturalised areas

Naturalised areas can have a profound effect on our physical and emotional wellbeing. In an increasingly busy urban world, parks and open spaces can act as sanctuaries that allow people to take time out and connect with nature. Naturalised open space should incorporate passive seating areas, providing opportunities for calm and quiet reflection in the natural environment.



Spaces for events

Community events in open spaces develop civic pride, cultural awareness and a sense of place. Many spaces in Canberra offer opportunities for large and small-scale events: outdoor cinema, markets, festivals and celebrations. These events increase open space utilisation and social capital. Locations such as City Hill and Haig Park could potentially have a new role in providing space for major civic events, promoting their symbolic and historical contributions to shaping the city.



Community gardens

Community gardens allow people to grow their own food, learn and engage in activities that promote physical fitness. Just as importantly, community gardens give people opportunities to come together with a common purpose, strengthening social networks and encouraging healthy lifestyles.



Social spaces for gathering

Parks and plaza areas can provide active social spaces for people to meet, linger and engage with others. These should be designed to include a diverse range of offerings that reflect the community's priorities, needs and expectations. The identification of 'zones' or 'precincts' can be an effective way to approach park design ensuring a cohesive overall scheme, pleasant and efficient movement routes and the clustering of complementary uses. Potential uses to encourage activity and social interaction in destination parks could include dog parks, high quality lawn areas, exercise equipment, formal and informal play spaces and picnic and barbecue facilities. Locations that link with existing community facilities and service locations are ideal.

Urban places and streets

In addition to open spaces, urban places such as plazas, squares, laneways and streets are important parts of the public domain. Opportunities exist to establish a network of attractive urban places and destination streets that are connected and layered to create intimacy and vibrancy, providing for a diverse range of activities and uses.

What makes good places and streets?

The following principles outline what makes good public places and streets.



Identity

- Provide distinctive urban form which responds to local environment context, landmarks and vistas
- Derive value from local character and culture
- Acknowledge the cultural rights of Aboriginal and Torres Strait Islander peoples and integrate Aboriginal heritage and culture into public place design



Pedestrian focus

- Prioritise pedestrian movement and experience
- Encourage social interaction
- Create places to rest and linger
- Ensure climatically appropriate design
- Create walkable street environments for all levels of ability
- Provide supportive infrastructure



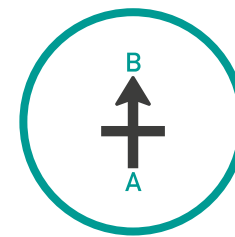
Attractive and safe

- Create a positive experience
- Provide green relief through trees and planting
- Ensure a positive edge environment/building interface
- Incorporate lighting, passive surveillance and way finding elements
- Adapt traffic speed to suit all street uses
- Well maintained



Resource efficient

- Incorporate Water Sensitive Urban Design Principles
- Create a continuous tree canopy to combat heat island effect, and increase biodiversity
- Utilise materials which are durable, visually appropriate to their setting, easily maintained and locally sourced, wherever possible
- Allow for utilities, but they should not dictate layout
- Adapt and re-use buildings and structures where appropriate

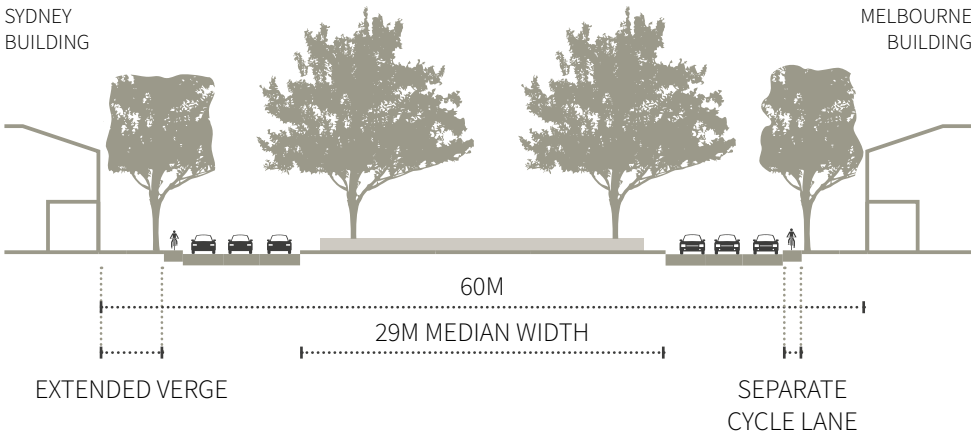


Ease of movement

- Highly accessible, catering for all levels of ability
- Provide legible streets hierarchy
- Movement systems support all modes
- Good access to public transport
- Provide connectivity to places
- Intersections put people first
- Clear passage for walking (i.e. avoid clutter)



FIGURE 18: City centre Northbourne Avenue transformation - Northbourne Plaza - Stage 1
Alinga Street - London Circuit



Opportunities

Transform Northbourne Plaza

The area of Northbourne Avenue between the heritage-listed Sydney and Melbourne buildings will be transformed into a people-friendly place to mark the arrival in the city centre and give the heritage landmark greater prominence.

Intent

Verges along the Avenue will be widened, increasing the space available for pedestrian activity. The median that exists between road carriageways will be retained and accommodate light rail stage two in the future.

Design criteria

The completed plaza will feature new street trees and plantings, furniture, paving, lighting and public art, creating an attractive setting for this important civic, gateway and transit location. The improvements will reflect the ‘people first’ focus for this priority space, which connects the city centre’s eastern and western activity zones.

The changes will revitalise the pedestrian environment, better connect the plaza to Alinga Street and City Walk and extend the city walking network towards London Circuit and City Hill, stimulating new street life and activity and benefiting tenancies within the Sydney and Melbourne buildings.

A protected cycle path will extend the city centre cycle network. The first stage of Northbourne Plaza will involve an increase in the width of the verges on each side of Northbourne Avenue from 2.5m to approximately 5m by relocating the bus set-down. In addition, the existing cycle lane will be widened from 1.2-1.5m and be separated from pedestrians and traffic. These improvements can be made without reducing the width of the existing median, and there will still be three lanes each way for vehicles in the initial stage (**Figure 18**). This is the first step to realising a people focused plaza, further steps will involve lessening traffic through city centre and managing diverted traffic around the city centre on improved the alternative routes.





SUSTAINABLE COMMUNITIES AND URBAN CULTURE

Canberra’s liveability is recognised globally and provides a significant competitive advantage as a place to live, work and do business. In competing with other cities for economic growth, skilled workers and future residents, Canberra needs to continue to offer unique lifestyle choices people want, including cultural events and great urban places, convenient transport options and diverse housing options.

Intent

By 2030, urban renewal in the city and gateway corridor will deliver liveable, inclusive and resilient communities with opportunities for distinctive urban lifestyles and a vibrant culture, building on the current level of diversity amongst people living, working and visiting the city and gateway corridor. The Framework guides the development of spaces that support a vibrant and connected community and cultural life, healthy lifestyles, housing diversity, and appropriate and adaptable community, sport and recreation facilities.

Community infrastructure planning and delivery are important enablers of effective urban renewal and are essential to building healthy and strong communities. It is important that all people can access what they need and that we plan for it spatially early in the planning process. Urban renewal provides the opportunity to rethink existing facilities and potentially address gaps by planning for new infrastructure that meets the needs of the future population. We need to plan and provide appropriate facilities, which are close to other services and active travel options, to support the liveability of our city (Figure 19).


FIGURE 19: Principles of community facilities




Objectives

- Plan and deliver high quality public spaces that are liveable and allow for culturally enriched lifestyles and the enjoyment of nature in the city. This will be achieved by urban renewal of public spaces and buildings so that those places support a greater variety of cultural activities, a stronger evening and night-time economy and safe recreation opportunities with landscaped parks, gardens and play areas.
- Design and facilitate public spaces for people that support safe, healthy and active lifestyles (**Figure 20**) so that it is easy for workers, residents and visitors to be active in the urban environment on a daily basis for greater physical and mental health and wellbeing.
- Ensure that suitable, adaptable, affordable and well-designed housing is available to a broad cross-section of Canberrans regardless of their age, household structure or tenure status (**Figure 21**).
- Collaboratively plan and deliver community, sport and recreation facilities and services, ensuring that existing facilities are fit-for-purpose and can adapt to meet future community needs and that people-friendly public space is provided through urban renewal as required (**Figure 19**).
- Undertake ongoing across government collaboration to inform more detailed sector level infrastructure planning, funding and delivery in the city and gateway corridor area and north Canberra more broadly.
- Plan for education delivery in the corridor and capitalise on the government investment required by augmenting existing schools and/or investigating new models of delivery and infrastructure.
- Provide supporting social infrastructure (for example libraries, health facilities, emergency services) and opportunities for arts and cultural expression to facilitate liveable and connected communities. Opportunities for ongoing education, social interaction and health and wellbeing services are critical to building strong communities in urban renewal areas.
- Adopt a community hub approach to efficiently deliver social infrastructure. Four key locations emerge which are central to fulfilling community facility delivery. These are the city centre, Macarthur and Dickson nodes and Dickson commercial centre. A community hub is a multipurpose place where a variety of activities occur and where a wide range of community needs can be met in both formal and informal ways. Key features for success include integration and accessibility.
- Support the transition to a net zero emissions city by ensuring efficient and sustainable buildings are available and the urban form supports low carbon living.
- Strategically plan and design public open space for qualitative improvements and increase capacity, quality, diversity, usability and accessibility. This should include consideration of maintenance and priorities for upgrade works to meet future community needs.


FIGURE 20: Active Living Principles

- 


CONNECTED PLACES

Providing connections between major uses and activity centres.
- 


OPEN SPACE

Providing high quality open spaces, parks and places.
- 


MIXED LAND USE AND DENSITY

Encouraging diversity in activities, land uses and development densities.
- 

SAFE AND ATTRACTIVE PLACES

Ensuring places are safe and attractive to everyone using that place.
- 

SUPPORTIVE INFRASTRUCTURE

Providing supportive infrastructure that encourages regular physical activity.
- 

ENVIRONMENTS FOR ALL

Ensuring places are inclusive and have equitable access by all Canberrans.

Opportunities

Deliver housing diversity

The city centre and Inner North have housing and demographic characteristics that are different from those of other parts of Canberra. There is a higher proportion of one-person households and a lower proportion of families with children. This is also shown in the dwelling mix with a higher proportion of one- and two-bedroom units in the area.

Recent trends show that Canberra’s population continues to age. The number of residents aged 60 years and over was 17% in 2016. Many residents aged 60 and over currently live in the Inner North. The ageing population trend will directly affect the demand for different housing types as people continue to age in place, either in their current homes or smaller, well-located retirement living situations. Supportive aged care services will gradually need to be introduced and the private sector is actively responding to this demand.

In planning to achieve household diversity, the following factors must be considered:

- The Minister for Planning’s Statement of Planning Intent (2015) identifies the need for housing that responds to Canberra’s diverse and changing population in the future – in particular, the need for child-friendly and age-friendly neighbourhoods close to shops, transport and services.
- Canberrans express a range of housing preferences (i.e. no one size fits all). Choice of housing type can reflect individual preferences of different socio-demographic groups (**Figure 19**).
 - > Millennials may choose to trade off house and yard size against proximity to city centre locations that offer an urban lifestyle close to work, less need for car ownership, more opportunity for active travel and the ability to rent rather than own a home.
 - > Many older Canberrans want to age in place and have the opportunity to downsize locally. They may have a strong preference to stay within their local area close to services before they transition to higher care accommodation (if needed).
 - > Smaller households may not necessarily choose to live in higher-density settings but would prefer a separate house or terrace with a small garden for children and pets.
- Recent ACT housing trends show that the number of households consisting of a single person or a couple without children is increasing and the number of family households that consist of two parents with children is decreasing.
- Investment market decisions have a significant impact on the type of higher-density dwellings being built in Canberra. The current trend along Northbourne Avenue is to build one- and two-bedroom apartments for a high-density housing market. However, this trend may not be resulting in diverse housing forms that genuinely meet household size and family type preferences.
- Like in other capital cities, housing affordability in Canberra continues to be a significant challenge. The high cost of housing is forcing some younger families and low-income groups to move further out to the fringe of the city or to NSW. This is leading to increased travel costs, greater car dependency and dispersed infrastructure provision.

FIGURE 21: Target groups for housing diversity



MILLENNIALS

More likely to rent rather than own a home, trade off house and yard size for proximity to city centre, which offer an urban lifestyle close to work together with opportunities for active travel.



ACTIVE RETIREES

Want to age in place and have the opportunity to downsize locally, with many preferring their local area before transitioning to higher-care accommodation.



FAMILIES

May not necessarily choose to live in higher-density settings but would prefer a town house or terrace with a small garden for children and pets.

Intent

The precinct will provide a variety of attractive, affordable dwelling types to meet the demands of a broad cross-section of Canberrans, such as young and old, families and singles, low and high income. Development needs to cater for a broad variety of housing markets, so there is housing choice to ensure we attract more diverse population groups for an inclusive and vibrant local community within the corridor.

The community of the city centre and Inner North is already diverse. New development is required to reflect this diversity to attract a broader range of households to inner city locations. Housing renewal should also meet the broadest financial investment interests to ensure that a diverse range of housing is being built and that a single tenure or form does not dominate.

Objectives

The housing types that should be encouraged include housing for:

- first-home buyers
- public housing
- affordable housing for lower-income groups
- urban housing for the owner-occupier market
- families with children
- one-person households (young and old)
- empty-nesters (older couples with grown-up children no longer living at home)
- people ageing in place (either in their current home or within their community)
- younger workforce
- students and group houses
- visitors.

To ensure that urban renewal in the city and gateway corridor is attractive to a broad range of households, both policy and statutory changes are necessary. The ACT Government is developing specific initiatives which focus on encouraging and delivering housing diversity including Housing Choices Policy, the Collaboration Hub and Demonstration Housing Project, and the ACT Housing Strategy.

GLOSSARY

Active travel – Active travel is travel that involves physical activity such as walking, cycling, using a wheelchair or other personal mobility device, whether for general transport or recreational purposes. Using public transport generally includes an active travel component.

Active uses – Active uses generate activity at the ground floor of buildings and include cafes, shop fronts and building entrances.

Age in place – A person who ages in place continues to live independently in their community in their original home, a downsized home, rented home (whether public or privately rented) or supported housing. The desire to ‘stay put’ reflects their attachment to the location. Home is also the source of personal confidence and financial security.

Asset Recycling Initiative – A Federal Government initiative that provides incentive payments to states and territories that sell assets and reinvest the sale proceeds to fund world-class infrastructure across Australia.

Blocks and sections – Blocks and sections are how areas of land are identified in the ACT. The city is divided into divisions, suburbs, sections and blocks. The Territory Plan zoning determines what activities/uses can occur on the blocks. Blocks are usually leased to one entity.

Boulevard – A wide well managed and maintained, often tree-lined avenue, designed to be responsive to adjacent land uses and create a pleasant user experience.

Built environment – All elements of the physical environment created by humans. The built environment includes buildings (dwelling, schools, shops, etc.), transportation infrastructure (streets, paths, bike paths, rail tracks, etc.), parks, public places, athletic equipment, etc.

Built form – Built form relates to the buildings, associated structures and surrounding public spaces.

City centre (or Civic) – An area that is bounded by Barry Drive to the north, Cooyong and Coranderrk Streets to the east, Parkes Way to the south and Kingsley, Hutton, Childers and Hales streets to the west. The city centre includes the ABC Flats and West Basin urban renewal sites.

Connectivity – Connections to streets, lanes and/or paths or between key city spaces and popular destinations, along with open spaces.

Ecological Connectivity – Spaces in the landscape (or corridors) for local native animals to move between the major areas of native vegetation.

Facade – The relationship of buildings to the site, street and neighbouring buildings (alignment, setbacks, boundary treatment) and the architectural expression of their building frontage (projections, openings, patterns and materials).

Fine grain – Fine grain describes the small-scale spaces that provide a vital layer of lower cost, diverse and often specialised activities within a place or building. While often associated with laneways and ‘hole in the wall retail’, fine grain activities can also occur on the major streets and in large buildings. It is the spatial and economic scale of the activity that determines whether it is part of the fine grain of a city or more the regular, larger scale uses.

Human scale – Human scale reflects a sympathetic relationship between the built form and human dimensions where people are not overwhelmed by the built form. Human scale contributes to a person’s perception of buildings or other features in the public domain. It is typically referred to when discussing the bulk and scale of development.

Land use zones – Land use zones are allocated by the Territory Plan to all land within the ACT. Zones define what land uses can or cannot occur on a piece of land. See more about the zoning system at www.legislation.act.gov.au/ni/2008-27.

Living infrastructure – Living infrastructure are natural systems and processes that can be harnessed to protect communities against excessive heat or flooding, improve air, soil and water quality and increase public amenity.

Mixed use – Mixed-use development involves a mix of complementary land uses, such as residential, small offices or convenience stores. This can include horizontal and vertical mixes.

Node – Kevin Lynch, the author of *The Image of the City* (1960) identified nodes as strategic focus points within cities like squares and junctions. Nodes, along with, paths, edges, districts and landmarks help people orientate or find their way and move through cities. The City and Gateway framework identifies urban nodes at specific locations along Northbourne Avenue that integrate building development around transit stops. Building development at nodes includes a broader variety of building uses to support residents, travellers and workers. Nodes along the gateway corridor are more urban in nature being venues for broader people focussed activities such as moving, shopping, waiting, talking, resting and working. These nodes also warrant a higher level of public realm provision and activities within ground floors of buildings to support these activities.

Place – A place comes in to existence when people give meaning to it. Places with a strong sense of place have an identity and character felt by local inhabitants.

Place making – A multi-faceted approach to the planning, design and management of public spaces. It involves looking at, listening to, and asking questions of the people who live, work and play in a particular space, to discover their needs and aspirations.

Public domain – Public domain refers to spaces that belong to or are available to the public, including parks, streets and other public spaces such as plazas, courtyards and open spaces.

RL 617 – RL 617 means 617 metres above sea level. It is the maximum height permitted in the city centre under the National Capital Plan, and is equal to the base of the flag pole of Parliament House.

Shared-use path – A shared-use path is a path that is restricted to non-motorised transport, with the exception of motorised wheelchairs and power assisted pedal cycles. Both pedestrians and cyclists share these paths.

Shared space (or shared zone) – Shared space (or shared zone) is a road or place where the road space is shared safely by vehicles, cyclists and pedestrians. A shared zone may include the removal of traffic lights, pedestrian barriers, road markings and kerbs to give equal priority to all users and require negotiation between users, such as Bunda Street in the City centre.

Social cohesion – A cohesive society works towards the wellbeing of all its members, fights exclusion and marginalisation, creates a sense of belonging, promotes trust, and offers its members the opportunity of upward mobility.

Solar access – Solar access is the ability of a building or public space to receive sunlight without obstruction from other buildings.

Spatial framework – Spatial framework sets out the long-term structure of an area, such as a town centre. It shows how land use, public domain and connections could be arranged and delivered.

Streetscape – The design of public spaces such as streets, open spaces and pathways, and includes landscaping, microclimate, shading and planting.

Surveillance (or passive surveillance) – Surveillance (or passive surveillance) is the ‘eyes on the street’ from residents and people going about their daily activities to create a sense of safety on streets and public spaces.

Visual cues – Visual cues are elements in the public domain that contribute to a person’s understanding of a place. For example, higher or unique elements provide an understanding that you are approaching a node.

Water sensitive urban design – Water sensitive urban design (WSUD) is the planning, design or construction of the built environment to minimise water runoff and ensure any runoff causes the least amount of damage. It is also about the wise use of that water to improve our urban environment, such as the Dickson Wetlands.

