



**Australian Government**  
**National Capital Authority**

# Consultation Report

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## Works Approval No 100541 and 549

Northbourne Avenue  
(Between Rudd/Bunda Street and London Circuit)

Construction of Stage 1 Alinga Street Stop and  
Northbourne Plaza

*November 2017*

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# Introduction

**Under the *Australian Capital Territory (Planning and Land Management) Act 1988*, the National Capital Authority (NCA) prepares and administers the National Capital Plan (the Plan) to ensure Canberra and the Territory are planned and developed in accordance with their national significance.**

The Plan sets out the broad planning framework for the Australian Capital Territory (ACT). Areas designated as having special characteristics of the National Capital are subject to detailed planning policies and guidelines.

Any buildings or structures, demolition, landscaping or excavation works in Designated Areas require the approval of the NCA. The NCA considers such proposals in the context of the relevant provisions of the Plan.

## **BACKGROUND**

Stage 1 of the light rail project – Gungahlin to City is under construction. Construction activity is expected to be completed mid-2018 with passenger operations expected to commence in the spring of 2018.

On 27 April 2016 the NCA issued Works Approval (WA) for works associated with the construction of Stage 1 Light Rail. The approval did not include the architectural and furnishing details of the stops nor details of the overhead wires and poles infrastructure.

On 21 August 2017, Transport Canberra and City Services Directorate (TCCS) submitted an application for Works Approval for the detailed design of the Northbourne Plaza and Alinga Street light rail stops on Northbourne Avenue.

### **Northbourne Plaza**

An upgrade to the space between the Sydney and Melbourne buildings was included in the tenderers bid for light rail. The works involve an upgrade of the public realm between these two buildings to deliver an integrated, revitalised and activated public space restoring connectivity across Northbourne Avenue and marking arrival at the City for all modes of transport, while integrating the heritage values of the Melbourne and Sydney buildings. The works allow for future stages of light rail development. Northbourne Plaza will be progressively revitalised in Stage 2 and into the future.

The proposed works include an upgrade of the verge areas to accommodate new improved pedestrian areas, seating, lighting (both statutory and feature), a cycle path and distinctive formal landscaping to complement the heritage values and views to the Sydney and Melbourne buildings.

The median will be graded, trees removed, sculpture and pathways removed. The levelled median will be grassed and provided with a decomposed granite walkway. The median will include street lighting (multipoles), and the existing southern and northern footpaths will remain.

After a number of discussions the proposed works to the median have been removed from the project.

## **Alinga Street Stop**

The key components proposed are the Alinga Street Stop, the southern-most and largest stop of Stage 1 of the light rail project, and other landscaping and civil works between Barry Drive and Alinga Street.

Alinga Street Stop is the signature landmark light rail facility located in Civic, the commercial heart of Canberra. Alinga Street Stop is also a major public realm amenity and a significant component of the proposed public transport infrastructure. Consequently, its design and integration in the CBD is a major focus of the design solution.

Key elements of the Alinga Street Stop include:

- Platform
- Canopies, including large cantilevers at the southern end which is tilted up as welcoming gesture, and as a deferential gesture to the spiritual heart of Civic: the Melbourne and Sydney buildings
- Stage 1 drivers' facility on the platform (this will be removed in Stage 2 of the light rail project)
- Sculptural 'fractal' landscape
- Cyclist facilities, including racks
- Customer facilities/furniture:
  - Bench seating under shelter and in the landscape areas
  - General waste and recycling waste bins
  - Drinking fountain
- Public Art
- Integrated services cabinet (ISC)
- Electronic ticketing
- Wayfinding signage including ribbon signage and ISC signage
- Statutory and dynamic lighting, including feature landscape lighting and seat lighting
- Security systems including CCTV, public announcements and passenger information displays (PID)
- High quality granite paving
- Tactile Ground Surface Indicators (TGSIs) and other universal accessibility facilities.
- Pedestrian and street lighting
- Service points for temporary 'pop-up' commercial facilities (eg coffee carts)

# Public Consultation requirements

## 1.1 National Capital Plan

Under the Plan, requirements for public consultation apply to:

- Major developments proposed for Section 9 Barton;
- A landmark building to RL617 adjacent to Commonwealth Avenue (within the Constitution Avenue and Anzac Parade Precinct);
- Detailed plans for development at Academy Close, Campbell;
- High-impact telecommunications facilities;
- All residential proposals within the Deakin/Forrest Residential Area Precinct; and
- All residential and commercial development proposed for Section 5 Campbell.

None of these requirements are applicable to the Works Approval application.

## 1.2 Commitment to Community Engagement

The NCA's 'Commitment to Community Engagement' details how the NCA conducts consultation. The purpose is to achieve a greater level of consistency and transparency in the NCA's decision making process.

The 'Commitment to Community Engagement' describes the minimum requirements for consultation, and the process by which WA applications that are released for public consultation will be assessed.

Part 2.7 *Works Applications and Attachment C Protocol for Development Applications for Works Which Require Consultation* of the NCA's 'Commitment to Community Engagement' describes the consultation process for WA applications. The NCA will make an assessment of whether a proposal is consistent with the National Capital Plan and if it requires public consultation. An assessment is made in relation to adverse impacts on:

- public space and community amenity;
- environment, heritage or landscape values;
- amenity of the locality in terms of materials, finishes, scale, massing, design and quality; and
- consistency with an existing Heritage Management Plan.

When an application for works is lodged and consultation is required, consultation with the community and stakeholders will be undertaken by the applicant, the NCA or both. Where consultation is undertaken by the applicant, the NCA may choose to stipulate specific requirements that the applicant is required to implement.

The NCA may set aside the requirement to undertake full public consultation where:

- previous consultation has been undertaken on the proposal;
- minor amendments to previously approved works are required;
- the NCA determines no stakeholders will be affected; and
- proposals are given exemption, as outlined in Part 2.3 of the 'Commitment to Community Engagement'.

Public consultation was undertaken on the application as the proposal may have adverse impacts on public space, community amenity, and environment and landscape values.

# Summary of Public Consultation

## 2.1 The public consultation process

Public consultation is being undertaken on the works approval application by the NCA between 19 August and 8 September 2017. Consultation is in the form of:

- On Saturday 19 August 2017, the NCA published a public notice in The Canberra Times detailing the proposed works and inviting submissions to be made to the NCA in relation to the proposal.
- From 19 August to 8 September 2017, the NCA published the proposal and plans on the NCA's website.
- From 19 August to 8 September 2017, six A1 size signs are installed around the perimeter of the affected area.
- The NCA has written to key stakeholders and community groups advising of the consultation process and inviting comments.

A number of articles were published in the Canberra Times outlining the design proposal for the light rail stop and Northbourne Plaza.

## 2.2 Key issues raised in public submission and NCA response

The NCA received a total of 22 submissions on the proposals. The key issues raised in submissions about the proposed designs for Northbourne Plaza and Alinga Street light rail stops include:

- Lack of weather protection afforded by the stop design
- Design of the bike lane
- Design of Northbourne Plaza
- Design considerations for pedestrians and cyclist crossing the tracks
- Traffic phasing

Emails of acknowledgments were sent to the submitter advising them that their submission would be taken into consideration before a decision is made on the application. The issues raised in the submissions and NCA response to the issue is detailed in [Attachment B](#) of this report.

# Conclusion

The NCA's consultation process was carried out in accordance with the Plan and the NCA's 'Commitment to Community Engagement'. The NCA has assessed the issue raised by the submitter and this have been taken into account as part of the assessment process. The NCA is satisfied that the concerns of the community have been addressed.

The proposal is not inconsistent with the provisions of the National Capital Plan, and is supported by the NCA.

# Attachment A – The Canberra Times Public Notice and Site Notice



**Australian Government**  
**National Capital Authority**

## WORKS APPROVAL

Open for Public Consultation

### Northbourne Avenue

The National Capital Authority (NCA) has received a Works Approval application from the Transport Canberra and City Services for the construction of the Alinga Street Stop and Northbourne Plaza associated with the construction of the Light Rail Stage 1.



The NCA welcomes community feedback on this application **by close of business Friday 8 September 2017**. The application can be viewed on the NCA's website and submissions can be made via email to [worksapproval@nca.gov.au](mailto:worksapproval@nca.gov.au) or sent to GPO Box 373, Canberra ACT 2601.

Please contact the NCA for further information on (02) 6271 2888.



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[www.nca.gov.au](http://www.nca.gov.au)

# Attachment B

The National Capital Authority (NCA) undertakes an open and transparent works approval application process. As part of this process the NCA prepares a Consultation Report for publication on the NCA website, which includes a summary of each submission, along with the name of each person making the submission. Names of submitters have been omitted where a submitter requested confidentiality.

Submission	Issue	NCA Response
<b>1.</b>	<b>Robert</b>	
1.1	The submitter comments that the Alinga Street Stop and Northbourne Plaza designs look great and that they can't wait for it to be built.	Support noted.
<b>2.</b>	<b>Graham Chadwick</b>	
2.1	The submitter suggested that the separated off road bicycle lane should be extended at least one block further north to civic cycle loop at Rudd and Bunda Street.	The verge design for that areas outside of the Alinga Street stop and Northbourne Plaza do not form part of this application. The verge design for those areas formed part of WA100360 and was approved on 12 July 2017.
2.2	The submitter also suggested that the stops should be facing outwards in the middle rather than inwards.	The proposed design of Alinga Street stop has been designed to be consistent with the rest of the light rail network.
<b>3.</b>	<b>Ross Andrews</b>	
3.1	The submitter raises concerns about the lack of weather protection at the rail stops.	<p>Weather protection is a function of the building form and surrounding environment. Sun and rain protection is provided by the two canopies, which have an extended length of 46m and extended width of 5 m wide (twice the length and width of a typical side platform stop).</p> <p>Although not fully enclosed the NCA is satisfied that design provides adequate sun, rain and wind protection.</p>

Submission	Issue	NCA Response
<b>4. Rengarajan</b>		
4.1	The submitter suggest the use of LED lighting, USB fast charging stations and solar panels at the stations. The submitted also suggests that the bins should be artistically designed.	All new lighting fixtures on the project are LED. The opportunity remains for solar panels and USB fast charging stations to be incorporated in the future. Customer comfort is addressed through a stop design that provides weather protection coupled with heated Light Rail vehicles operating at reliable frequency. Mechanical heating at the stops was not considered to be a sustainable use of resources. The rubbish bin design is consistent with the architectural language, materials and finishes palette developed for the project. The minimal design is intended to reduce the visual and physical clutter on the platform.
<b>5. Robert Henderson</b>		
5.1	The submitter raises concerns about the lack of weather protection at the rail stops.	Refer to Submission 3.1 for response regarding weather protection.
5.2	Submitter also raised concerns about the proposed Nortbounre Plaza and does not believe that it will benefit the area.	The proposed works located in the medium 'Northbourne Plaza' design have been removed from the project and will not form part of this application.
5.3	The submitted also believe that the mature trees should not be removed.	Former <i>Eucalyptus elata</i> located within the median were removed as part of early works for the Light Rail, approved in April 2016. The Proposal for the Alinga Street Stop does not involve the removal of any existing mature trees. The median will be replanted with <i>Eucalyptus mannifera</i> a species chosen for its landscape character and superior suitability for the local conditions.  The Northbourne Plaza median has been removed from this project. No changes will be occur in the medium due to this application.

Submission	Issue	NCA Response
<b>6.</b>	<b>Sam</b>	
	The submitter suggest that an underground plaza between Sydney and Melbourne building would be more appropriate than an above ground Northbourne Plaza.	The proposal has sought to upgrade the access arrangements to the areas of Sydney and Melbourne buildings that front Northbourne Avenue. The provision of an underground space between Sydney and Melbourne buildings is beyond the scope of the proposal, and not consistent with the strategic planning for the locality.
<b>7.</b>	<b>Name withheld by request</b>	
7.1	The submitter raises concerns about the phasing of traffic signals at the Barry Drive, Cooyong and Northbourne intersection. In particular the submitter would like to know both slip lanes from Barry Drive and to Cooyong have been removed.	The existing slip lanes located at the north western corner of Barry Drive and Northbourne Avenue and north eastern corner of Cooyong Street and Northbourne Avenue respectively are proposed to be removed to increase pedestrian safety and amenity and meet National Capital Authority (NCA) Works Approval 1 requirements issued by the NCA in April 2016.
7.2	The submitter also raises concerns about the phasing of the light rail and the light rail has only been given two opportunities to cross the intersection.	The design arrangement includes safe signalised pedestrian crossings across the light rail corridor including staggers promoting additional line of sight to the approach light rail vehicles. Pedestrian crossing locations have been provided to facilitate pedestrian desire lines and internal access to the Alinga Street stop.
<b>8.</b>	<b>Alex Turni</b>	
8.1	The submitter raises concerns about the proposed Northbourne Plaza and does not believe that it will benefit the area the way it is intended.	Refer to Submission 5.2 for a response regarding Northbourne Plaza.
8.2	Submitter believes that the light rail is an opportunity to take away two lanes of traffic and turn the focus of Northbourne away from cars.	The proposal is part of the introduction of Light Rail which will bring changes to the focus of Northbourne Avenue. Between Sydney and Melbourne buildings, the proposal maximises the amount of accessible public realm, and the arrangement of the space as proposed provides landscaped verges, and separated cycle facilities similar to those provided on the existing City Cycle Loop. Removal of one

Submission	Issue	NCA Response
8.3	The submitter raises concerns about the proposed bike lane and does not believe it is a safe option for Northbourne.	of the existing traffic lanes, would require broader policy adjustments outside the scope of this proposal.  The design arrangement includes a 1.7m wide facility at verge level with additional clearances to the adjacent pedestrian areas and planting in line with Austroads Guidelines. The design has considered cyclist and pedestrian safety through the proposal to provide a high quality contrasting concrete cycle lane surface finish to mitigate slippage and reinforce delineation as a dedicated cycle facility.
8.4	The submitter believes that motorist and pedestrians should all have equal importance on Northbourne Avenue.	The proposed arrangements provide for a safe pedestrian and traffic interface, and have been designed to adequately accommodate passenger numbers expected to use Light Rail at different times of the day and night.  The proposed landscape design at the Alinga Street stop take into account safety and accessibility for both existing and expected future pedestrian volumes and does not impede pedestrian movement. The proposed verge upgrades from Alinga St to London Circuit at the Sydney and Melbourne buildings will: improve the walking surface to comply with the Disability Discrimination Act; increase the overall width of the pedestrian area and improve connectivity.
9.	Kent Fitch	
9.1	The submitter raises concerns about the proposed Northbourne Plaza and does not believe that it will benefit the area. In particular, the submitter doesn't believe the reclaiming the bus lane and parking lane on each side is not likely to achieve much.	Refer to Submission 5.2 for a response regarding Northbourne Plaza.

Submission	Issue	NCA Response
9.2	<p>Submitter believe it is best to modify Northbourne Avenue to be a pedestrian and recreational/commercial space rather than remaining a mainly transport based.</p>	<p>The proposal incorporates service connection points that will provide the opportunity for ‘pop up’ coffee carts, stalls or similar within the pedestrian forecourt at the southern end of the Alinga Street stop. During early development of the stop design, consideration was given to the inclusion of a permanent kiosk in this area. However, the placement of permanent shops or stalls here would be inconsistent with planning provisions within the National Capital Plan for Main Avenues. The Light Rail project will instead support existing businesses and facilitate new commercial opportunities through the provision of world class public transport infrastructure that delivers customers to business and retail districts rather than compete with these businesses through the development of any permanent retail space on the Light Rail Stop itself.</p>
9.3	<p>The submitter also states that converting the use of Northbourne Plaza for stage 2 light rail will only decrease in the attractiveness of the space. The submitter suggested that the stage 2 should head along East or West Row instead.</p>	<p>Light Rail Stage 2 is still in the preliminary planning process, no decisions have been made.</p>
9.4	<p>The submitter raises concerns about the time to cross Northbourne if the proposal was to remain in its current state.</p> <p>Reducing the road size will also provide the opportunity to plant large deciduous shade trees and screening plants.</p>	<p>The signalised intersection design has been developed to balance the operations of light rail, pedestrians, cyclists and vehicles. Each pedestrian cycle has been developed to ensure it complies with Standards including Austroads Guidelines to ensure pedestrian users, including potentially slower users such as the elderly, have sufficient time to cross each signalised crossing of the light rail and road.</p> <p>Consultation conducted in 2014 as part of early planning for Light Rail Stage 1, provided strong feedback that the fourth generation of trees along Northbourne Avenue should be native, in particular local to the Canberra area, and resilient to drought conditions - reflected in the design proposed.</p>

Submission	Issue	NCA Response
<b>10.</b>	<b>Peter Rodgers - Vice President Cycling ACT</b>	
10.1	The submitter raises concerns about the proposed bike lane and does not feel it is good practice.	Refer to Submission 8.3 for a response regarding the proposed cycle lane.
<b>11.</b>	<b>John Bell</b>	
11.1	The submitter has raised concerns about the limited number of trees in Northbourne Plaza.	Refer to Submission 5.2 for a response regarding Northbourne Plaza.
<b>12.</b>	<b>Peter Benson</b>	
12.1	The submitter raises concerns about the proposed raised bike lane and believes it will encourage pedestrians to use bike lane as a path.  The submitter is also concerned about the safety of cyclist riding past the Jolimont Centre.	Refer to Submission 8.3 for a response regarding the proposed cycle lane.
<b>13.</b>	<b>John Armstrong – Executive Officer Pedal Power</b>	
13.1	The submitter has raised concerns about the insufficient differentiation between the cycleway and pedestrian areas.  The submitter does not believe that there is a sufficient amount of separation between the cycleway and traffic lanes. In particular the use of kerb only separation along Northbourne increase the risk of being injured or killed for cyclists.  The submitter believes that the 500mm clearance is not a sufficient amount of separation between the cycle path and vertical obstacles.	Refer to Submission 8.3 for a response regarding the proposed cycle lane.

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Submission	Issue	NCA Response
13.4	The submitter is concerned for the safety of cyclist riding past the on street parking along Northbourne, in particular, near the Jolimount Centre. The submitter suggest moving the cycle lanes to be located on the inside of the parking spots.	Concerns have been noted and passed onto the proponent.
<b>14. Philip Keir</b>		
14.1	The submitter makes a suggestion that the traffic phasing on Northbourne should prioritise pedestrians and utilise pedestrian scrambles.	Traffic modelling for signalised scramble crossings within this location indicate severe impacts on traffic movements making it difficult to incorporate at this stage. While scramble crossings prioritise movements perpendicularly and diagonally across intersections they delay pedestrians whom only wish to cross side roads and through roads. Current modelling suggest this results in increased wait times to motorists due to the extended traffic signal phasing timings. Further work is to be undertaken to determine the traffic network adjustments that would be required to make it possible to deliver scramble crossings at the Alinga Street intersection in the future.
14.2	The submitter believes that the landscaping at the southern end restricts the flow of pedestrians between the Sydney and Melbourne Buildings.	The proposed design was chosen to increase the safety of pedestrians by limiting the access to Northbourne Plaza except at the traffic lights where it is safe to cross.
14.3	The submitter notes the installation of bike racks to the Sydney Building and believes it will be a great addition to the area.	Noted.
<b>15. Patrick Stein</b>		
	This submission supports the widening of the verges and raising it to be level but thinks that it should go further. Less lanes of road, another row of trees and the use of high	Please refer to Submission 8.2 for a response regarding verge treatment.

Submission	Issue	NCA Response
	quality pavements should be used on the road to let road users know it is a high volume pedestrian area.	
16.	<b>Rasika Nanayakkara</b> The submitter suggests that an underground passengers crossing at Alinga Street could help to reduce congestion.	Please refer to Submission 6 for a response regarding an underground crossing.
17.	<b>Leon Arundell</b> The submitter believe that a reduction in the speed limit along Northbourne Avenue to 40 km/h would benefit the area.	Adjustments to the posted speed limits within this area are outside the scope of the proposal.
17.2	The submitter also suggests the installation of a marked pedestrian crossing between the light rail terminus and medians to the south of Alinga Street and north of Bunda and Rudd Street.	A marked pedestrian crossing between Alinga Terminus and Northbourne Plaza median was determined unsafe due to left and right hand turn lanes. A crossing is currently not provided for that reason and the proposal doesn't change how the intersection operates. Pedestrian crossings are via the established marked crossing points at the signalised intersections. In addition, pedestrians are generated from businesses and precincts accessed from the verge rather than medians. As such no pedestrian traffic is envisaged between the medians where signalised access is provided via upgraded facilities across Northbourne Avenue.
17.3	The submitter would like to see the use of pedestrian scrambles and traffic phasing that favours pedestrians over motorists.	Please refer to Submission 14.1 for a response regarding pedestrian scrambles and Submission 8.4 for a response regarding traffic phasing.
17.4	The submitter believes that noises filters and barriers such as shrubs will help reduce high noise levels from Northbourne.	Shrubs and trees do form part of this application to help reduce the noise congestion from Northbourne.

Submission	Issue	NCA Response
17.5	The submitter suggests that the Alinga Street platform should be extended to accommodate shops or stalls to encourage people to linger.	The proposal incorporates service connection points that will provide the opportunity for 'pop up' coffee carts, stalls or similar within the pedestrian forecourt at the southern end of the Alinga Street stop. During early development of the stop design, consideration was given to the inclusion of a permanent kiosk in this area. However, the placement of permanent shops or stalls here would be inconsistent with planning provisions within the National Capital Plan for Main Avenues. The Light Rail project will instead support existing businesses and facilitate new commercial opportunities through the provision of world class public transport infrastructure that delivers customers to business and retail districts rather than compete with these businesses through the development of any permanent retail space on the Light Rail Stop itself.
18.	Jack Kershaw The submitter raises concerns about the proposed Northbourne Plaza design.	Refer to Submission 5.2 for a response regarding Northbourne Plaza.
18.2	The submitter also believes that raising the footpath to be level with the upper step will not be enough to reduce confusion.	The proposed design will help to reduce confusion and is aiming to create a consistent flooring throughout.
18.3	The submitter raises concerns about the trees proposed out the front of the Sydney and Melbourne building and feels that the large trees will take away from the heritage aspects of the buildings.	The application has been referred to ACT Heritage and their advice will be taken into consideration when assessing the application.
18.4	The submitter believes that the road alignment should be modified so the two carriageways of the avenue are relocated to just outside the colonnades. This will help to provide much needed kerbside car parking spaces,	The Northbourne Plaza proposal maximises the amount of accessible public realm, and improves the provision of dedicated space for cyclists, all while maintaining the width of the median, and retaining the generous boulevard qualities of Northbourne Avenue, as a Main Avenue into Canberra. The submitters proposed

Submission	Issue	NCA Response
	streetlights, planter boxes, bike racks, bins, etc. Next out into the street would be the "green" bike lanes, and then the main traffic lanes.	design, appears to: substantially change the template of Northbourne Avenue in this location and employ non-compliant transitions across the Alinga Street intersection that would adversely impact on the long vista and symmetry of the overall boulevard.
19.	<p data-bbox="353 424 1077 536">Alex Mikovits The submitter comments that the design of the bikes lane and believes that it should be raised.</p> <p data-bbox="353 568 1077 647">The submitter also states that Northbourne Plaza should be a shared zone with a reduction in speed.</p>	<p data-bbox="1106 424 2063 496">Refer to Submission 8.3 for a response regarding the proposed cycle lane.</p> <p data-bbox="1106 568 2063 647">Adjustments to the posted speed limits within this area are outside the scope of the proposal.</p>
20.	<p data-bbox="353 679 1077 919">Bryn Challis The submitter believes that the proposal is excellent in its treatment of the Northbourne Avenue verges, expanding them in width, adding trees and other landscaping to soften the space, and protecting the cycle lane with kerb separation.</p>	Noted.
20.1	The submitter believes it would be a good idea to narrow the existing median to deflect traffic inwards rather than outwards and utilise the extra verge area on either side of the Melbourne and Sydney building.	The Northbourne Plaza proposal maximises the amount of accessible public realm, and improves the provision of dedicated space for cyclists, all while maintaining the width of the median, and retaining the generous boulevard qualities of Northbourne Avenue, as a Main Avenue into Canberra. The submitters proposed design, appears to: substantially change the template of Northbourne Avenue in this location and employ non-compliant transitions across the Alinga Street intersection that would adversely impact on the long vista and symmetry of the overall boulevard.

Submission	Issue	NCA Response
20.2	The submitter comments on the proposed Northbourne Plaza and does not think it will activate the area.	Refer to Submission 5.2 for a response regarding Northbourne Plaza.
20.3	<p>The submitter raises concerns for the proposed kerb-separated cycleway does not have enough differentiation from pedestrian areas.</p> <p>The submitter also raises concerns for the limited horizontal separation between the cycle way and traffic lanes.</p>	Refer to Submission 8.3 for a response regarding the proposed cycle lane.
21.	<p><b>Ryan Hemsley</b></p> <p>The submitter raises concerns about the proposed Northbourne Plaza design and does not feel it will be a positive outcome.</p>	Refer to Submission 5.2 for a response regarding Northbourne Plaza.
22.	<p><b>Gay Williamson - President ACT Chapter Australian Institute of Landscape Architects</b></p> <p>The submitter supports the concept of rapid public transport system and what this means for changing people's dependence on the cars. Projects, such as the Light Rail, are 'game changers' and every opportunity to leverage additional environmental and community health benefits should be taken.</p>	Noted.
22.1	<p>The submitter has made the following comments on planting species selection:</p> <ul style="list-style-type: none"> <li>The mass planting selection of wildflowers is risky and may be inappropriate in the centre of a Canberra. The plants are generally small and require</li> </ul>	Mass planting is supported by irrigation and augmented planting conditions (Soil enrichment).

Submission	Issue	NCA Response
	<p>space around them and so are generally not suited to mass planting.</p> <ul style="list-style-type: none"> <li>• The visualisations depict boldness and swathes of yellow, gold, purple plant colour. However, the planting plans include a mix of species of various forms and the plants selected have mainly grey sparse foliage that do not produce a bold display of colour.</li> <li>• Of particular concern are the planting beds on the verges to the Sydney and Melbourne buildings where the beds are narrow and located between pedestrian and cycle paths. In these bed there is a mix of 14 different plant species which will produce a fussiness and not create a strong visual backdrop in a busy CBD area.</li> <li>• In some areas the shape and forms of the plants do not deter pedestrians from trampling the planting beds and this will be an issue where the beds are between the roadway/cycleway and the pedestrian path. It would be more appropriate for plants to form a low hedge or raised mass.</li> <li>• Narrow planting beds present tough growing conditions in an urban area where plants must withstand low water, pedestrian traffic and pollution from vehicles.</li> </ul>	<p>Colour is seasonal with flowering at different times of the year and green at other times.</p> <p>The submitter's comments are noted. The number and type of species are under review taking into account the intended scale and effect of the planting beds.</p> <p>The planter beds are intended to separate the pedestrian circulation and cycle zones. Pedestrian traffic is largely envisaged towards the building boundary and within the colonnade away from the planting beds; signalised safe crossing points are located at the intersections. The edge detail and height of the planting beds is under review taking the submitter's comment into account.</p> <p>The submitter's comments are noted. The number and type of species are under review taking into account the intended scale and effect of the planting beds. The planting beds will be supported by irrigation and augmented planting conditions (soil enrichment). In these conditions narrow planting beds have been observed to support healthy vibrant growth.</p>

Submission	Issue	NCA Response
22.2	<p>The submitter has made comments on the following selected plant species:</p> <ul style="list-style-type: none"> <li data-bbox="398 320 1066 432">• <i>Brachyscome multifida</i> – not a reliable plant in Canberra’s public space and will only last about two years.</li> <li data-bbox="398 528 1066 679">• <i>Calocephalum citreus</i>, <i>Chrysocephalum apiculatum</i>, <i>Chrysocephalum semipapposum</i> – Untidy plants with grey foliage and small yellow flowers that suit dry bush settings with poor soils.</li> <li data-bbox="398 735 1066 807">• <i>Eryngium ovinum</i> — Spiky grey foliage and spiky purple flowers. Very thorny.</li> <li data-bbox="398 863 1066 935">• <i>Lomandra confertifolia</i> – not all <i>Lomandra</i>’s are reliable and this is not a proven species.</li> <li data-bbox="398 991 1066 1102">• <i>Leucochrysum albicans</i> – the flowers are attractive but the plant foliage without flowers is small and insignificant and not a strong survivor.</li> <li data-bbox="398 1158 1066 1347">• <i>Myoporum parvifolium</i> – Has a low spreading carpet form. Problem arises when a branch is damaged or broken off, it does not replace the branch. Needs to be protected, such as, in a raised bed, to perform well.</li> </ul>	<p>The submitter’s comments are noted. The number and type of species are under review taking into account the intended scale and effect of the planting beds. The planting beds will be supported by irrigation and augmented planting conditions (soil enrichment). In these conditions this species has been observed to be persistent, long lasting and maintain healthy growth.</p> <p>The submitter’s comments are noted. The number and type of species are under review taking into account the proposed irrigated and enriched planting environment.</p> <p>This plant is included as an emergent in the mixed planting proposal. The number and type of species are however under review taking the submitter’s observations into account.</p> <p>This may be the case when the plant is provided from cultivators or PBR (Plant Breeders Rights), it is otherwise viewed as reliable.</p> <p>The submitter’s comments are noted. This plant is included as part of a mixed planting proposal. The number and type of species are however under review taking into account the proposed irrigated and enriched planting environment.</p> <p>The submitter’s comments are noted and this plant has been removed from the selection.</p>

Submission	Issue	NCA Response
	<ul style="list-style-type: none"> <li>Stylidium graminifolium - Flowers are attractive but the plant foliage without flowers is small and insignificant and not a strong survivor.</li> </ul>	<p>The submitter's comments are noted. This plant is included as part of a mixed planting proposal. The number and type of species are however under review taking into account the proposed irrigated and enriched planting environment.</p>
	<ul style="list-style-type: none"> <li>Xerochrysum viscosum - Flowers are attractive but the plant foliage without flowers is insignificant and the leaves are sticky.</li> </ul>	<p>This plant forms part of a mixed planting proposal providing seasonal colour. The number and type of species are however under review taking into account the submitter's comments.</p>
	<ul style="list-style-type: none"> <li>Wahlenbergia gloriosa, Wahlenbergia stricta, Wahlenbergia communis, Wahlenbergia gracilis - Flowers are attractive but the plants too delicate and not suitable for this urban setting</li> </ul>	<p>The submitter's comments are noted. The number and type of species are under review taking into account the proposed irrigated and enriched planting environment. In these growing conditions this plant has been observed to be persistent, long lasting and maintain healthy growth.</p>

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