

Planning Report for Works Approval Application

Raising London Circuit

Prepared for:
Major Projects Canberra

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Executive Summary

The Raising of London Circuit (RLC) has been proposed to provide an at-grade signalised intersection at the junction of London Circuit and Commonwealth Avenue in the Australian Capital Territory.

Major Projects Canberra (MPC) proposes to raise London Circuit between Edinburgh Avenue and Constitution Avenue to provide a new at-grade, signalised intersection with Commonwealth Avenue (the Project). London Circuit currently passes under Commonwealth Avenue in a grade separated interchange with ramp connections between Commonwealth Avenue, London Circuit and Parkes Way. This planning report accompanies the submission of a Works Approval (WA) application for Raising London Circuit.

This planning report provides an assessment of the proposed works against the relevant provisions of the *ACT Planning and Land Management Act 1989* (PALM Act), and the relevant provisions of the National Capital Plan (NCP).

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

1

Introduction

1.1 Purpose and Structure of Report

This report has been prepared to accompany the submission of a Works Approval (WA) application for Raising London Circuit.

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

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

Table 1 – Major Works Approval Applications

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

Site Establishment & Construction Management Plan	Included in this submission
Temporary Traffic Management Plans	Included in this submission
External Agency Clearances	Included in this submission
Lighting & Electrical Plans	Included in this submission
Other Documents	Traffic and Parking Assessment Report

1.2 Site Description

The works are located on Designated land under the National Capital Plan. The subject lands within which the works are located include the following:

- London Circuit road reserve along the southern extending from the intersection with Edinburgh Avenue to the intersection with Constitution Avenue
- Part of Block 9 Section 8 City adjacent to the London Circuit road reserve
- Edinburgh Avenue road reserve west of London Circuit to the intersection with Marcus Clarke Street, and east of London Circuit adjoining Section 63 City
- The southern portion of the Vernon Circle road reserve between the intersections of Edinburgh and Constitution Avenues
- Land comprising the Parkes Way and London Circuit cloverleafs, including Block 1 Section 119 City
- Part of the Parkes Way road reserve eastbound, east of the Commonwealth Avenue bridge adjacent to the vehicle off-ramp to Commonwealth Avenue
- Commonwealth Avenue road reserve to the east and southbound vehicle off-ramps at Parkes Way
- Part Block Section 116 City, which is to accommodate a Site Compound (Compound A as indicated on Figure 2)
- Part Block 24 Section 33 Acton, which is to accommodate a secondary Site Compound (Compound C as indicated on Figure 2)

The proposed site compounds are to accommodate temporary site sheds and construction parking for duration of the project. The proposed compound at Section 116 City will comprise part of the existing surface car park, and is expected to impact up to 280 car parks during construction. The proposed works would permanently impact up to 50 existing parking spaces.

A further Site Compound is located at Section 20 City (Compound B as indicated in Figure 2), being Territory land. This area has been established as part of a previous application and is not included as part of this application other than for reference in its function to support the delivery of the project.

The total works area comprises approximately 106,000m² including the part Block 1 Section 116 City site compound area, but excluding the Section 20 City compound area which is located on Territory land.

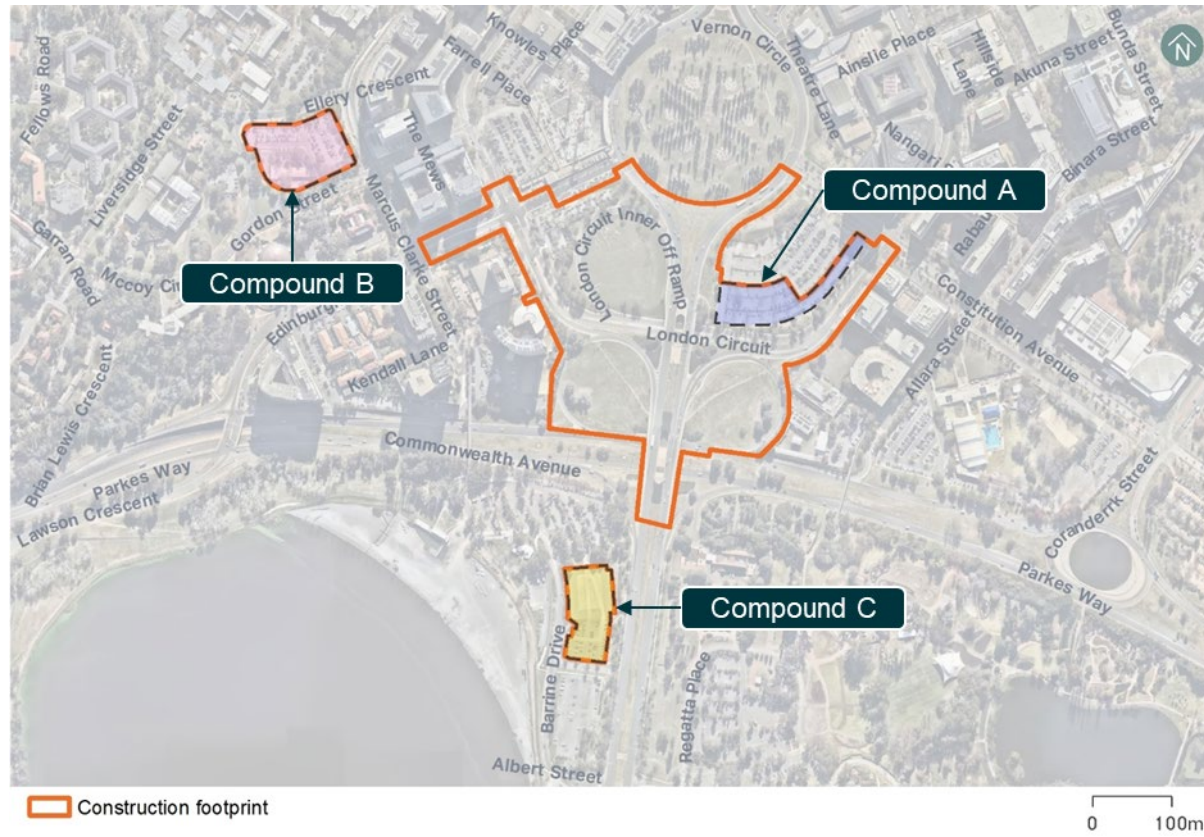


Figure 2 – Aerial Image showing extent of RLC project area

1.3 Site Context

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

1.4 Land Custodianship

Land within the project area include unleased road reserve areas and land held under custodianship by ACT government agencies. The majority of land within the project area is unleased land under the custodianship of TCCS – Roads ACT.

Part of the project area is gazetted as “*National Land*” under the *Australian Capital Territory (Planning and Land Management) Act 1988* (PALM Act) (refer to Figure 3 below).

Section 33 Acton is under the custodianship of the City Renewal Authority.

Relevant land custodian consent for the proposed works has been sought and included in this Works Approval application.

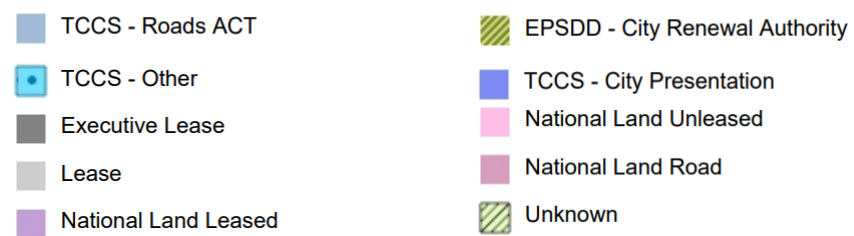
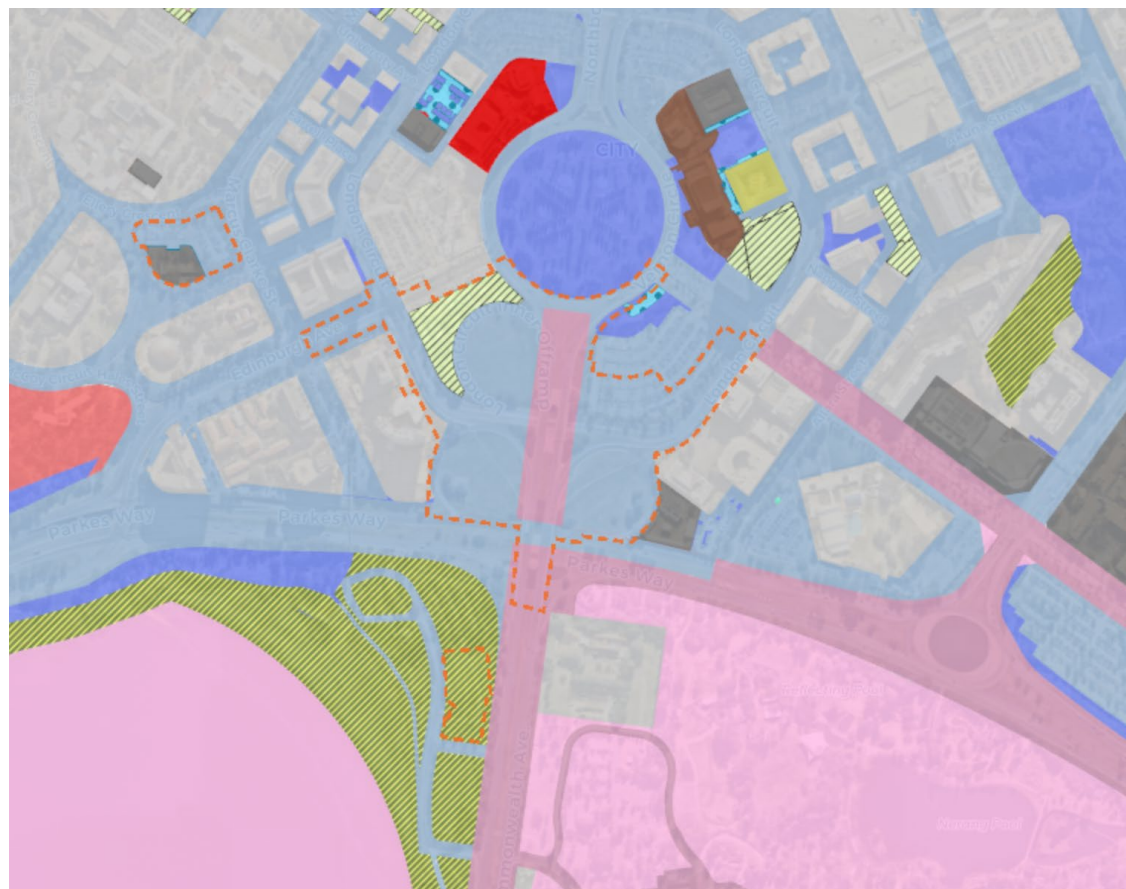


Figure 3 Land Custodianship within the RLC project area

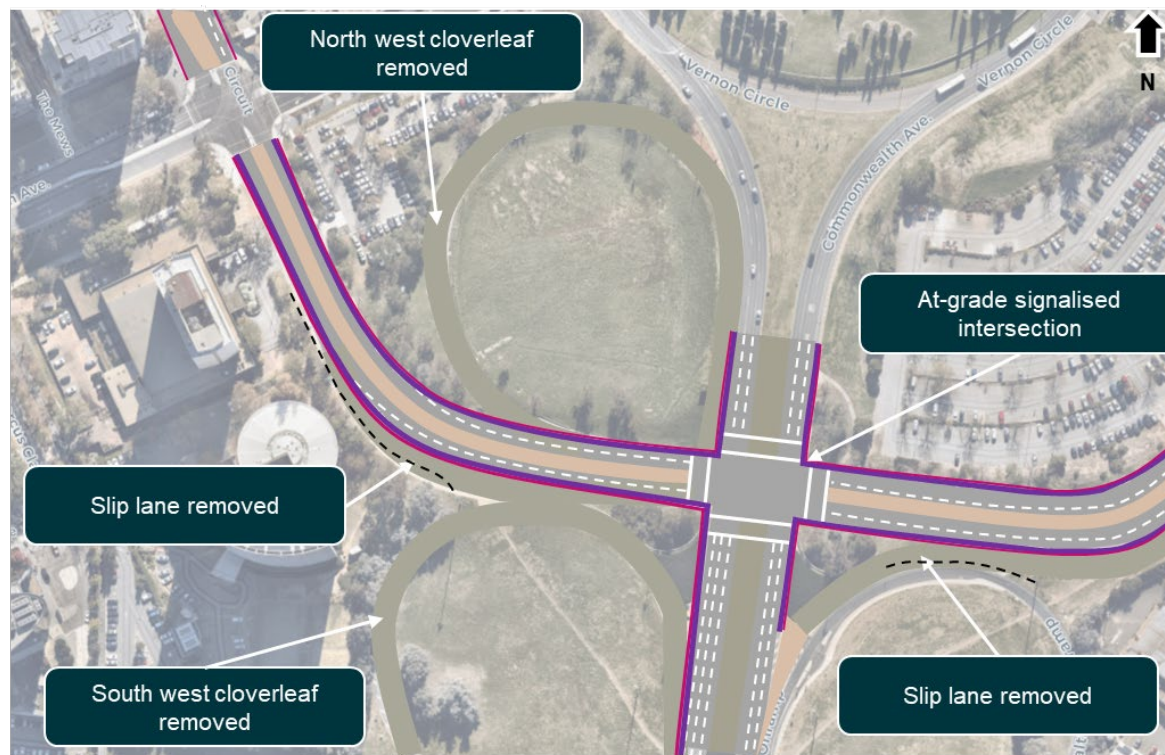
2

Description of Works

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

2.1 General Description

Raising London Circuit would involve raising London Circuit between Edinburgh Avenue and Constitution Avenue on a gradual filled embankment to meet the current height of Commonwealth Avenue, and provision of a new signalised intersection between London Circuit and Commonwealth Avenue. A detailed project description is provided in Chapter 3.0 of the Environmental Assessment.



2.2 Detailed Description of Works

Raising London Circuit (the Project) would involve raising the height of London Circuit between Edinburgh Avenue and Constitution Avenue and providing a new at-grade, signalised intersection with Commonwealth Avenue.

This would be achieved by filling the existing London Circuit road reserve to form gradual inclines from the intersections of Edinburgh Avenue and Constitution Avenue to around the existing height of Commonwealth Avenue. London Circuit would be reconstructed on these infilled areas, to connect with the new signalised intersection to be constructed with Commonwealth Avenue.

The Project would involve:

- Temporary closure of London Circuit between Edinburgh Avenue and Constitution Avenue
- Infilling the London Circuit road reserve between Edinburgh Avenue and Constitution Avenue, to form embankments from the intersections with those roads to around the existing height of Commonwealth Avenue
- Staged closure and demolition of the northbound and southbound Commonwealth Avenue bridges over London Circuit, including infilling the London Circuit road reserve below
- Rebuilding London Circuit between Edinburgh Avenue and Commonwealth Avenue, with sufficient space in the road median to accommodate the proposed Canberra Light Rail Stage 2 extension
- Rebuilding London Circuit between Commonwealth Avenue and Constitution Avenue, with sufficient space in the road median to accommodate potential future expansion of the Canberra Light Rail network
- Building a new signalised London Circuit-Commonwealth Avenue intersection, including capacity to accommodate proposed and potential future light rail infrastructure
- Modification of the existing London Circuit-Edinburgh Avenue intersection to reflect changes to accommodate proposed and potential future light rail infrastructure
- Removal of the existing ramps (clover leaves) to the north west and south west of the London Circuit-Commonwealth Avenue interchange and modification of the existing ramp to the south east to remove connection with London Circuit and retain connection between Parkes Way and Commonwealth Avenue
- Provision of active transport infrastructure, utility connections, lighting, street furniture, landscaping and drainage
- Ancillary activities include construction compound sites, traffic diversions and traffic management measures.

2.3 Construction Methodology

Subject to securing and complying with the conditions of environmental and planning approvals, construction of the Project would commence around April 2022 and would take approximately two years to complete. A detailed construction methodology is provided in Chapter 4.0 of the Environmental Assessment.

Construction of the Project would be preceded by a series of early works required to allow construction works to commence around April 2022. These early works are subject to separate assessment and approvals, and would include:

- Relocation of utilities currently located within the Project construction footprint
-

- Translocation of Golden Sun Moth (*Synemon plana*) larvae from areas affected by utility relocations
- Traffic management works at the London Circuit-Edinburgh Avenue intersection to allow closure of London Circuit during construction of the Project
- Traffic management works at the Commonwealth Avenue-Vernon Circle intersection, including signalisation, and at the London Circuit-Constitution Avenue intersection to allow closure of London Circuit and traffic management along Commonwealth Avenue during construction of the Project.

Key construction activities for the Project are summarised below.

Key construction activity	Description
Site establishment and preparation	<p>Site establishment and preparatory works would involve:</p> <ul style="list-style-type: none"> • Mobilisation and establishment of construction compound sites. Construction compounds approved for use as part of the utility relocation early works would continue to be used for construction of the Project • Translocation of Golden Sun Moth (<i>Synemon plana</i>) larvae from within the Project construction footprint • Implementation of temporary surface water and drainage management infrastructure, including temporary grass swales, along around areas of London Circuit to be filled and raised with bulk earthworks • Decommissioning and removal of utilities from within the Project construction footprint. Some decommissioning and removal works may also be carried out as part of construction works along London Circuit and around the new London Circuit-Commonwealth Avenue intersection • Implementation of traffic management measures, including reliance on early works carried out at the London Circuit-Edinburgh Avenue, Commonwealth Avenue-Vernon Circle and London Circuit-Constitution Avenue intersections, and closure of London Circuit to traffic between Edinburgh Avenue and Constitution Avenue.
Closure and raising of London Circuit	<p>Closure and raising of London Circuit would involve:</p> <ul style="list-style-type: none"> • Removal of existing street furniture, road pavement and vegetation along London Circuit and within the Project construction footprint • Removal of existing street furniture and road pavement along the north west and south west cloverleaf ramp connections between Commonwealth Avenue, London Circuit and Parkes Way, and stabilisation and rehabilitation of land in those areas • Removal of existing street furniture and road pavement for the connection between London Circuit East and the south east clover leaf ramp connection between London Circuit, Commonwealth Avenue and Parkes Way. Only the connection with London Circuit would be affected, with the remainder of the ramp connection retained with potential minor modification to accommodate the embankment batter for London Circuit East. Land affected by removal of the London Circuit connection would be stabilised and rehabilitated

Key construction activity	Description
	<ul style="list-style-type: none"> Construction of retaining walls and batters, and staged filling of the London Circuit road corridor between Edinburgh Avenue and Constitution Avenue. The infilling along London Avenue would continue concurrently and in coordination with demolition and infilling beneath the Commonwealth Avenue northbound and southbound bridges (refer below)
<p>Demolition and infilling of Commonwealth Avenue bridges</p>	<p>Demolition and infilling of the Commonwealth Avenue bridges would be carried out in stages to allow continued passage of traffic during the works. Indicative staging would be as follows:</p> <ul style="list-style-type: none"> A temporary sidetrack would be constructed to the east of the existing Commonwealth Avenue southbound bridge and associated temporary pavement of the existing Commonwealth Avenue median to allow traffic diversion around the Commonwealth Avenue bridges during demolition works. The sidetrack would provide two traffic lanes Implementation of traffic management measures, including reliance on early works carried out at the Commonwealth Avenue-Vernon Circle intersection, to divert traffic on Commonwealth Avenue so that: <ul style="list-style-type: none"> Southbound traffic travels via the temporary sidetrack Northbound traffic crosses onto the existing southbound carriageway The Commonwealth Avenue northbound bridge is free of traffic Demolition of the Commonwealth Avenue northbound bridge Infilling and stabilisation of the area beneath the demolished Commonwealth Avenue northbound bridge as part of the staged program to infill along London Circuit Construction of the western part of the new London Circuit-Commonwealth Avenue intersection, including a new northbound carriageway Implementation of traffic management measures following completion of the demolition and infilling of the Commonwealth Avenue northbound bridge so that: <ul style="list-style-type: none"> Southbound traffic continues to travel via the temporary sidetrack Northbound traffic travels via the new northbound traffic lanes and western part of the London Circuit-Commonwealth Avenue intersection The Commonwealth Avenue southbound bridge is free of traffic Demolition of the Commonwealth Avenue southbound bridge Infilling and stabilisation of the area beneath the demolished Commonwealth Avenue southbound bridge as part of the staged program to infill along London Circuit Construction of the eastern part of the new London Circuit-Commonwealth Avenue intersection, including a new southbound carriageway Implementation of traffic management measures to return southbound traffic on Commonwealth Avenue to the new southbound traffic lanes and eastern part of the London Circuit-Commonwealth Avenue intersection Demolition of the temporary sidetrack and infilling the area beneath it as part of the staged program to infill along London Circuit.

Key construction activity	Description
Permanent road works	Permanent road pavement, median works and kerb and guttering would be constructed in coordination with the completion of infilling London Circuit to provide the permanent reconstructed London Circuit. Road works would include intersection works at Edinburgh Avenue and Commonwealth Avenue, and tie-in works at Constitution Avenue and around the modified and new intersections with Edinburgh and Commonwealth Avenues.
Ancillary infrastructure and finishing works	<p>Ancillary infrastructure and finishing works would be completed prior to commissioning and opening London Circuit to traffic, including:</p> <ul style="list-style-type: none"> • Construction of active transport infrastructure, permanent drainage and utilities works • Installation of lighting and street furniture, and road line marking • Landscaping • Demobilisation, and stabilisation and rehabilitation of disturbed areas, including construction compound sites.

2.4 Timing

Table 7 outlines the indicative timeframes for delivery of the Project once approval is received. These timeframes are provided for guidance and information purposes.

Table 4 - Raising London Circuit project timeframe

Key Milestone	Indicative Date (Estimate)
Construction Contract awarded	April 2022
Construction Commences	May 2022
Completion of civil works	April 2024
Completion of commissioning and cutovers (including all Non-contestable activities)	April 2024
Completion (consolidation)	April 2025

2.5 Consultation

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

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

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

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

3

Approvals Context of this Proposal

3.1 Overview of National Capital Plan Approval Requirements

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

Start Dialogue

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

Design Development

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

Works Approval Submission and Notification

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

Proposal Assessment and Issue of Decision

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

3.2 Statement of Compliance

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

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

The project vision is to improve connectivity and support city planning by integrating strategic transport and land use initiatives to shape future development and create attractive, design-led, people focused places. The project vision is aligned with the matters of national significance in the planning and development of Canberra under the National Capital Plan, supporting:

- The pre-eminence of the role of Canberra and the Territory as the centre of National Capital functions, and as the symbol of Australian national life and values, as the Project proposes improvements to the City Centre that preserve and enhance the physical, symbolic and visual setting of Central Canberra and continue to support its National Capital functions.
- Conservation and enhancement of the landscape features which give the National Capital its character and setting, and which contribute to the integration of natural and urban environments, through the preservation and enhancement of key vistas within the Central National Area in delivery of infrastructure that integrates with the surrounding landscaping setting.
- Respect for the key elements of the Griffins' formally adopted plan for Canberra, as the proposed works preserve and strengthen the geometry of the Griffin Plan within the City Centre and improve Main Avenues commensurate with the urban design and landscape objectives of the Plan.
- Creation, conservation and enhancement of fitting sites, approaches and backdrops for national institutions and ceremonies as well as National Capital Uses, through infrastructure and public realm improvements that support existing national institutions and National Capital Uses, and support future development in the City Centre such as the extension of the Canberra Light Rail network and development of Section 63 City.
- The development of a city which both respects environmental values and reflects national concerns with the sustainability of Australia's urban areas; as EPBC approval has been obtained for the project, and further as Raising London Circuit will contribute to future proofing the transport network of Canberra City by providing infrastructure that responds to current needs and provide strategic capacity for future growth and development.

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

- The Project is consistent with the National Capital Plan Statement of Planning Principles
- The Project is consistent with the National Capital Plan General Policy Plans, and in particular maintains and enhances the character of the Central National Area as intended under the original 1918 Griffin Plan
- The Project has been assessed against the National Capital Plan Precinct Codes and the works are consistent with the requirements of the applicable Precinct Codes, and in particular supports the achievement of a key policy for the West Basin Precinct through the realisation of the removal of the Parkes Way clover leaf ramps and signalisation of the London Circuit and Commonwealth Avenue intersection
- The Project has been assessed against the National Capital Plan General Codes and Policies and the works are consistent with applicable requirements
- The Project is consistent with the requirements of the EPBC Act 1999 given the project has received EPBC Approval (EPBC 2019/8582), as detailed in the Environmental Assessment that accompanies this submission.

This report details the proposal's performance against these statutory requirements on which the above statement has been determined.

4

Environmental Matters

4.1 EPBC Approval Summary

The raising of London Circuit forms part of the City to Commonwealth Park Light Rail Project, or Stage 2A, as works required to facilitate the future stage. On 2 February 2021, Major Projects Canberra was granted approval to extend Canberra's existing light rail network from the City to Commonwealth Park, via London Circuit (West) and Commonwealth Avenue under *the Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) (EPBC Act referral 2019/8582), subject to conditions.

The EPBC Act approval was based on a Preliminary Documentation impact assessment which separated the project into individual components of which raising London Circuit was a key element. The raising London Circuit portion of the works has been separated and is the subject of this Works Approval and associated Environmental Assessment.

Conditions of the EPBC Approval relate to the management of impacts on Golden Sun Moth (GSM) (*Synemon plana*). Refer to the Environmental Assessment included in this submission for environmental matters relevant to GSM and the EPBC Approval (Sections 4.1, 6.2 and 9.3).

4.2 Environmental matters

The Project is a major civil works undertaking that would take place over a number of years. Given the magnitude of the Project, and the nature of the issues involved in the construction, a comprehensive Environmental Assessment has been prepared to examine and take into account to the greatest extent possible, relevant matters affecting or likely to affect the environment by reason of the activity. The Environmental Assessment proposed a series of mitigation and management measures which when implemented are expected to ensure that any environmental impacts associated with the Project could be managed appropriately. The Environmental Assessment provides a comprehensive documentation of environmental matters.

5

Statutory Planning Context

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

An assessment of the Statutory Planning legislation has identified the following relevant codes and legislation:

Table 5 Applicable Planning Legislation

National Capital Plan	Relevance
National Capital Plan	Relevant - this section
National Capital Plan General Codes	Relevant – See Section 6 of this report
National Capital Plan Guidelines for Development	The following Guidelines adopted by the NCA have been considered as part of preparing this application Outdoor Lighting Policy – See Section 6 of this report Creating Places for People and Road User Hierarchy – relevant to this Project. Refer to plans and reports provided with this submission. Tree Management Policy – relevant to this Project however no applicable principles or conditions at this time.
Environment	Relevance
Environmental Protection and Biodiversity Conservation (EPBC) Act 1999	Relevant as parts of the project area are subject to EBPC Act matters. See Section 4 of this report The City to Commonwealth Park component of the Light Rail to Woden project was referred to the Commonwealth Department of Agriculture, Water and Environment (DAWE) under the EPBC Act for potential impacts to Matters of National Environmental Significance (MNES). MPC received a Conditional Approval from DAWE on the 2 February 2020. The approval was based on a Preliminary Documentation impact assessment which separated the project into individual components of which Raising London Circuit was a key element.

It is noted that there are no works included in this application that impact items that require approval from moral rights holders under the *Copyright Amendment (Moral Rights) Act 2000*.

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

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

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

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

The Act also provides that the Plan may specify:

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

A definition of works is provided in this Act;

works includes:

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

but excludes anything done inside buildings or structures.

*: our underline

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

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

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

6

National Capital Plan

6.1 National Capital Plan

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

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

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

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

The relevant policies and codes are addressed overleaf.

6.2 Land Use Definitions

The works proposed as part of Raising London Circuit fall within the National Capital Plan definitions of *road* and *public utility*.

Road means:

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

Public Utility means:

The use of land for the following utility undertakings:

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

The consistency of the proposed works with the land use policies of the National Capital Plan is addressed under the respective Precinct Code responses in the following sections of this report.

6.3 Statement of Planning Principles

The Statement of Planning Principles describes the principles that give effect to the object of the PALM Act. The primary objectives are detailed as follows, together with how the proposal addresses each of these themes.

Table 6 Assessment against the Statement of Planning Principles

Control	Response
2.1 General matters	
<p>The hills, ridges and other major open space which form the separation between towns will be kept largely free of urban development. The planning and development of urban areas will encourage measures through which urban intensification may occur and will be sympathetic to the landscape setting of the National Capital.</p>	<p>The proposed works that form the Raising of London Circuit are located within Urban Areas and do not impact on the hills, ridges and other major open space areas.</p> <p>The proposed works have been designed to be sympathetic to the landscape setting of the National Capital, particularly with respect to important landscape features on Main Avenues and within the City Hill Precinct.</p>
2.2 Productivity	
Objective one – Infrastructure and employment	
<ul style="list-style-type: none"> • Infrastructure must support the effective functioning of Canberra with proper consideration of the environmental and visual impact and be integrated with land use decisions. • Infrastructure must be planned and provided in an integrated and timely manner to facilitate the development of Canberra and the Territory and ensure safety and security of supply and operation. • Energy and water supply and security issues will be given due consideration in the planning and development of any new infrastructure. 	<p>Raising London Circuit is a key infrastructure project for the City centre that is to support the future Canberra Light Rail Stage 2 project to support the effective functioning of Canberra.</p> <p>In preparing this application, the project team has made extensive consideration to environmental and visual impacts of the proposal, and EPBC Act approval has been sought for the project.</p> <p>The project has been planned in an integrated manner to be delivered infrastructure to ensure the safety and security of supply and operation, as outlined in Section 2 of this report. This includes consideration of energy and water supply infrastructure service provision.</p>
<p>The infrastructure of Canberra and the Territory must be planned and provided to:</p>	

Control	Response
<ul style="list-style-type: none"> ensure that public utilities infrastructure is available and maintained for Commonwealth and ACT Government needs and activities. minimise the visual impact of electricity and telecommunication facilities, particularly along major vistas, corridors and major open space. give due consideration to energy and water, supply and security issues. ensure safety and security of supply and operation. 	<p>Raising London Circuit will create public utility infrastructure for the benefit of Canberrans for the needs of the Commonwealth and ACT government. The purpose of the works is to create a more efficient and convenient movement around the City for the longer term development of Canberra.</p> <p>The project team have undertaken extensive investigations to design works that are capable of ensuring the safety and security of supply and operation of road and utility infrastructure in the City centre, and have had due consideration to the design of new and relocation of existing utility infrastructure for provision of energy and water supply and the security of these services.</p>
<hr/>	
<p>Objective two – Infrastructure and employment</p>	
<ul style="list-style-type: none"> The location of employment in Canberra and the Territory should enhance rather than detract from the city’s role as the National Capital. Major employment generating land uses will be located within Defined Activity Centres. Major employment location proposals must be determined with regard to their transportation and environmental impacts. 	<p>Raising London Circuit will assist in improving the access and servicing of employment land within the City centre, which is a Defined Activity Centre, including key future land releases in the City centre.</p> <p>The proposed works seek to enhance Canberra’s role as the National Capital and through the provision of improved transport infrastructure, seek to improve the amenity of the City as a major employment location.</p>
<hr/>	
<p>2.3 Sustainability</p>	
<p>Objective one – Environmental sustainability and open space</p>	
<ul style="list-style-type: none"> Urban expansion should be contained so as to minimise impacts on valuable natural and rural areas. A substantial portion of new development must be located within existing urban areas such as town centres and along public transport routes or other strategic sites that allow for efficient use of infrastructure. The natural environment of Canberra and the Territory will be protected and improved by reducing resource consumption and waste, improving water 	<p>The Raising London Circuit project is located within an existing urban area.</p>

Control	Response
<p>security and quality, energy and food security and improving and protecting soil quality.</p> <ul style="list-style-type: none"> • Ecological communities, threatened flora and fauna species, water catchments and water quality will be protected and supported by sustainable resource management. • Development will respect environmental values including water catchments and water quality and ensure resilience to the impacts of climate change. 	<p>Works proposed within areas that are subject to environmental approval under the EPBC Act (as described in Section 4 of this report) are to be undertaken in accordance with the conditions of EPBC approval and any other environmental management requirements to ensure ecological communities are protected and supported.</p> <p>Furthermore, the proposed works are to be managed in accordance with the project's Erosion and Sediment Control Plan measures to preserve water quality.</p> <p>The Project seeks to minimise the requirement for new materials as far as practical, through reuse and recycling of materials from demolition, clearing and grubbing activities.</p> <p>The Project aims to achieve net zero emissions, in alignment with the ACT Climate Change Strategy 2019-2025.</p> <p>Whilst the extent of climate change beyond 2030 is uncertain, climate change adaptation actions have been identified around key climate variables, for example drainage structures designed to accommodate a 20 per cent increase in peak rainfall and stormwater. These actions are outlined further in the Environmental Assessment (Section 3.9.4).</p>

2.4 Liveability

Objective one – Urban design and heritage

- The National Capital role requires that planning and development, in Canberra Central in particular, and generally throughout the Territory, should reflect contemporary thinking in urban design practice.
- Planning controls should seek to ensure that development in all forms, including landscaping in urban and non-urban areas, complements and enriches its surroundings.

Control	Response
<ul style="list-style-type: none"> Substantial works of architecture, engineering and landscape within the Territory should be designed to contribute positively to the overall composition, symbolism and dignity of the National Capital. 	<p>As a substantial work of engineering and landscaping, the works that comprise the Raising of London Circuit have been designed to positively contribute to the composition, symbolism and dignity of the National Capital through maintaining the geometry of the City centre and enhancing the civic importance of the arrival experience into and around the City centre for pedestrians, cyclists and vehicles.</p>
<ul style="list-style-type: none"> Development in the National Capital should seek to achieve harmony between architecture and landscape to give continuing effect to the City Beautiful and Garden City characters of the city. 	<p>The arrangement of plantings and pedestrian infrastructure and street furniture is to complement the existing Garden City character of the City and further contribute to framing and protecting key vistas along the Main Avenues.</p>
<ul style="list-style-type: none"> Within Canberra Central, roads, bridges, waterways and public landscaping projects should reinforce and complement the geometric lines of the Main Avenues. 	<p>The project includes road infrastructure and public landscaping works that reinforce and complement the geometric lines of the Main Avenues of Commonwealth, Constitution and Edinburgh Avenue and London Circuit.</p>
<ul style="list-style-type: none"> Vistas to major landscape features must be protected from and enhanced by development. 	<p>Vistas to major landscape features including City Hill to Parliament House are protected and enhanced by the proposed development.</p>
<ul style="list-style-type: none"> Buildings in Canberra Central should be of a height generally not greater than the height of the mature tree canopy (typically 3-4 storeys), except where otherwise permitted by the Plan. In Canberra Central no building or structure which protrudes substantially above the tree canopy must exceed a height of RL617. 	<p>Buildings are not proposed as part of this application.</p>
<ul style="list-style-type: none"> Opportunities should be encouraged for the enhancement and reinforcement of the physical, symbolic and visual linkages to adjoining areas of the Inner Hills and the Central National Area. 	<p>The Raising of London Circuit enhances and reinforces the physical, symbolic and visual linkages within the Central National Area to strengthen the formal geometry of the Griffin Plan.</p>
<ul style="list-style-type: none"> Urban development will be planned in a manner which promotes community vitality and safety, applies the principles of crime prevention through environmental design and recognises the needs of people with disabilities. 	

Control	Response
<p>New development, including public spaces, should:</p> <ul style="list-style-type: none"> • exemplify sustainability principles • demonstrate excellence in urban design, landscape and architecture • facilitate pedestrian connectivity and bicycle movements where appropriate • encourage energy efficient development and land use. 	<p>Infrastructure design seeks to improve vehicle, cyclist and pedestrian safety in the project area and ensure works accommodate the needs of people with disabilities in accordance with infrastructure standards.</p> <p>The proposed public works have been developed under best practice sustainability principles, including lifecycle material sourcing considerations, climate change</p> <p>The works demonstrate urban design and landscape excellence that improve the performance of the road, pedestrian and cyclist network and strengthen the connectivity of these networks across the City centre.</p>
<p>Objective two – Urban design and heritage</p> <ul style="list-style-type: none"> • The National Capital Authority will consider heritage places in Designated Areas as Commonwealth Areas for the purposes of protecting the environment in the manner currently afforded under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) and any subsequent legislation. • Within Designated Areas, the National Capital Authority may require Heritage (or Conservation) Management Plans to accompany development applications for heritage places which should be prepared to meet requirements equivalent to those in the EPBC Act. The National Capital Authority may require Heritage Impact Statements to accompany development applications for a heritage place. • Development should be consistent with the requirements of any relevant Heritage (or Conservation) Management Plan for that particular place. • The management of heritage places should ensure that their use and presentation is consistent with their heritage values. Heritage places will be presented and interpreted to increase public awareness, understanding and enjoyment of the natural and cultural heritage of the National Capital and its conservation, subject to any reasonable requirements for privacy or confidentiality. 	<p>No heritage provisions were determined under the EPBC Act Referral and Approval (2019 / 8582).</p> <p>The City Hill precinct is subject to ACT Heritage Council listing, and further parts of the project area are subject to EPBC Approval (as outlined in Section 4 of this report). The proposed works would not impact on the features intrinsic as identified by ACT Heritage.</p> <p>Endorsement has been received by the ACT Heritage Council for the proposed works and is included in this submission.</p> <p>The proposed works are to be undertaken in accordance with the conditions of the EPBC Approval and further entity requirements as required. The Environmental Assessment (Chapter 10) provides mitigation and management measures associated with heritage.</p>

Control	Response
<ul style="list-style-type: none"> The National Capital Authority will adopt the Australian Natural Heritage Charter and the Burra Charter as key guiding documents respectively for natural and cultural heritage places within Designated Areas. 	

2.5 Accessibility

Transport and movement

- Accessible movement systems for a diversity of pedestrian, cycle, public transport and private transport modes will be provided, with good connections between different modes of transport.
- An accessible movement system will be achieved by:
 - maintaining the national and arterial road systems
 - supporting efficient and sustainable pedestrian, bicycle and public transport systems that reduce car dependency
 - maintaining movement around the city for a diversity of pedestrian, cycle, public transport and private transport modes
 - providing streets that foster a connected and pedestrian-friendly environment
 - reducing the barriers created by major roads to make it easier for people to access the public spaces of the city, particularly in the Central National Area.

The Raising of London Circuit seeks to improve accessibility of movement systems to support pedestrian, cyclist and vehicle transport within the City centre.

The works are to facilitate the future Canberra Light Rail Stage 2A alignment by creating a level intersection at Commonwealth Avenue that can accommodate the turning movements of the light rail network at this junction.

Works are designed to significantly improve the safety, function and amenity of the road reserve to make it easier for people to access the city's public spaces and will facilitate more efficient access to future development sites within the City.

Public realm improvement works that form part of this will enhance the appeal and experience of public spaces in the southern part of the City, and encourage sustainable transport alternatives in the provision of better cyclist and pedestrian infrastructure.

Raising London Circuit will enable the facilitation of the future Canberra Light Rail Stage 2A alignment, expanding the availability of sustainable transport options to more parts of Canberra, and making these options available to more Canberrans.

6.4 General Policy Plans

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

The National Capital Plan states that Urban Areas:

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

Permitted uses within the Urban Areas zone include:

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

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

6.5 Main Avenues

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



Figure 7 Main Avenues under the National Capital Plan

National and Arterial Roads

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

Policies for national and arterial roads include:

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

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

Inter-town Public Transport System

Policies for Inter-town Public Transport System include:

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

The proposed works will facilitate the efficient operation of existing public transport routes through the City Centre public transport corridor, and are designed to accommodate the future operational requirements of the Canberra Light Rail Stage 2 alignment from the City to Woden.

6.6 Designated Areas

Figure 1 of the National Capital Plan (**Figure 8** in this report) identifies the Designated Areas, and the subject site is located within the eastern extent of the Designated Areas. Therefore, the National Capital Authority is the consent authority for planning/development approval and the proposal must be assessed as a Works Approval (which is the context of this submission).

The site is located within the Central National Area, which includes the City Hill, West Basin and Constitution Avenue Precincts as outlined in Section 6.7 below.

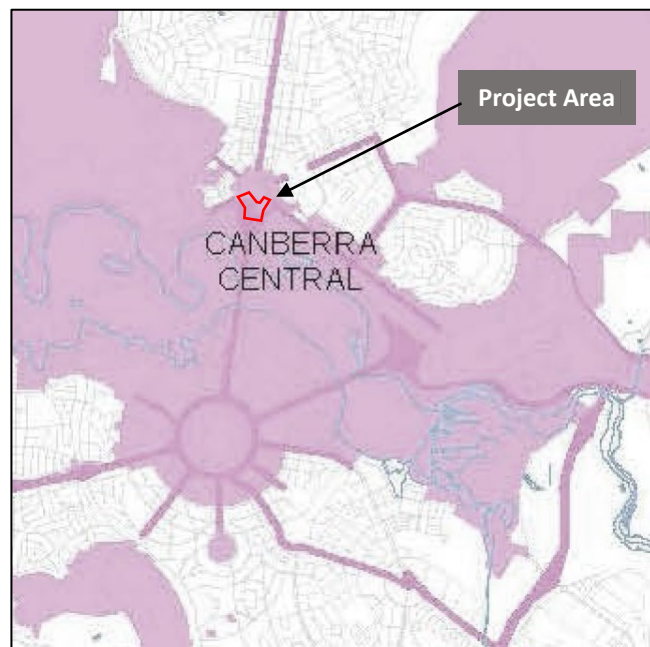


Figure 8: Extract from Figure 1 in the NCP (April 2021)

6.7 General Policies for the Central National Area

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

Table 9 Assessment against the General Policies for the Central National Area

Control	Response
<p>4.1.1 General policies for the Central National Area</p>	
<p>Protect the Griffins' vision by:</p>	
<ul style="list-style-type: none"> • fostering recognition of the 1918 Griffin Plan as a work of national and international cultural significance, and conserve those elements that contribute to this significance in a sustainable manner whilst allowing for the evolution of the city in contemporary terms • recognising that Canberra is a young city and ensure that future development continues to give expression to the visual geometry, built form, landscape and cultural vitality of the 1918 Griffin Plan • recognising that some elements (for example, the Australian War Memorial and Parliament House) are successful reinterpretations of the 1918 Griffin Plan which are consistent with and strengthen the framework and spirit of the Plan. 	<p>The Raising of London Circuit support the evolution of the City in a sustainable manner that is consistent with the Griffin Plan by continuing to retain the formal geometry of the City Centre upon which Griffin's Plan was developed.</p> <p>The project will support the shaping of future development within the City Centre and allow for the continuing refinement of the visual geometry of the Griffin Plan through improving the functionality of the road alignment and improvements to the surrounding public realm.</p> <p>The works proposed will facilitate the creation of future development sites to further realise Griffin's vision for the City.</p>
<p>Building on the Griffins' vision by:</p>	
<ul style="list-style-type: none"> • maintaining the 1918 Griffin Plan as the primary organising framework of the city's urban form, landscape and symbolism • fostering Canberra's unique sense of place that has evolved from the Griffins' planning principles 	<p>The Raising of London Circuit respects the organising framework of the Griffin Plan by continuing to maintain and restore the intended urban form expressed for the City under the Plan.</p>
	<p>The project fosters Canberra's unique sense of place in its integration with the existing surrounding context and in the provision of a high quality design outcome that is commensurate with contemporary design excellence that celebrates the significance of the City Centre.</p>

Control	Response
<ul style="list-style-type: none"> maintaining the Garden City and City Beautiful values which underpin Canberra's quality of life 	<p>The Project has been conceived of to maintain the Garden City and City Beautiful values through its consideration to improving and restoring the intended formal landscape context of the Main Avenues and City Centre and providing an enhanced vehicle, pedestrian and cyclist experience within the City.</p>
<ul style="list-style-type: none"> continuing to give expression to the principles of the 1918 Griffin Plan – its visual geometry, built form, landscape spaces and cultural vitality – in order to maintain its integrity as a work of cultural significance which is internationally recognised 	<p>The Project continue to maintain the integrity of the Griffin Plan and further the reinstatement of the original intent of the Plan. This is achieved through the re-establishment of block boundaries that strengthen the symmetry of the three major road axes that emanate from City Hill:</p> <ul style="list-style-type: none"> – The land axis, comprising the southern alignment of Commonwealth Avenue – The municipal axis, comprising the eastern alignment of Constitution Avenue – The water axis, comprising the western alignment of Edinburgh Avenue
<ul style="list-style-type: none"> continuing to reinforce and, where possible, express the integrity of the Griffins' visual structure by strengthening the geometry and form of Main Avenues, vistas and public spaces 	<p>Raising London Circuit importantly reinforces and expresses the integrity of the geometry and form of Commonwealth Avenue and London Circuit, identified as Main Avenues under the National Capital Plan. The proposed works seek to strengthen Griffin's geometry of the Main Avenues and frame key vistas</p>

Control	Response
<ul style="list-style-type: none"> refocusing the symbolic framework of the 1918 Griffin Plan by consolidating development of national symbols and spaces for commemoration and celebration on the land and water axes, and within the National Triangle 	<p>The proposed works seek to continue to reinforce the symbolic framework of the land and water axes in their alignments to Commonwealth Avenue and Edinburgh Avenue. This is achieved through public realm works that define road reserves towards the transection of the axes at City Hill, re-establishing the symmetry of the urban form between London Circuit and City Hill to the south.</p>
<ul style="list-style-type: none"> maintaining the geometry and where practicable the fine-grain pattern of the streets and blocks of the 1918 Griffin Plan 	<p>The Project assists in unifying the land areas that flank City Hill, further restoring the symmetry of the fine-grain pattern of streets and blocks as per Griffin’s Plan.</p>
<ul style="list-style-type: none"> strengthening the landscape framework from the natural setting of the hills, water courses and parks to the character of its streets as generously-scaled corridors for formal plantings of broad-canopy trees 	<p>The Raising of London Circuit includes landscape works to continue the formal plantings of broad canopy trees, reinforcing the landscape framework that shapes the character of the streets within the City centre.</p>
<ul style="list-style-type: none"> maintaining the metropolitan structure principles of Canberra’s planning legacy of environmentally balanced urban extensions: design with nature; undeveloped hills and valleys; landscape containment and greenbelts; low traffic congestion; long-term public transport reservations; provision for walking and cycling; and protection of the Central National Area 	

Control	Response
<ul style="list-style-type: none"> maintaining a mix of tree species which enriches the landscape by providing beauty, shade, shelter and wildlife habitats and enhances the built environment. 	<p>The Project is needed as part of coordinated and holistic delivery of a series of major projects in Canberra City and surrounds, to realise the strategic planning and development for the city presented in the NCP. The Project would facilitate other major projects, most notably the extension of the Canberra Light Rail network to Woden, development of Section 63, and through well-timed delivery support orderly, economic and efficient development of land within Canberra City. The public realm works that form part of this project provide enhanced safety and amenity for pedestrians and cyclists.</p> <p>The proposed landscaping design that forms part of the project includes a mix of tree species that are appropriate for their urban context and Canberra’s climate conditions. Proposed tree plantings will provide shade and shelter for human comfort; and support local wildlife. As tree plantings mature, they will continue to contribute to the environmental performance of the built environment.</p>
<p>Revitalise the vision with growth in the Central National Area by:</p> <ul style="list-style-type: none"> reinstating the Griffins’ intended unity between the Central National Area, its setting and the everyday life of the city 	<p>The Raising of London Circuit reinstates the intended unity of the City Centre as envisaged by the Griffins by recreating the symmetry and urban form in the southern City Hill precinct through proposed works to remove the north west and south west cloverleaf ramps.</p>

Control	Response
<ul style="list-style-type: none"> delivering the richness and vitality of the Griffins' vision by ensuring that City and surrounding neighbourhood precincts are strongly connected with the Central National Area, especially with Lake Burley Griffin and its surrounding parks 	<p>The Project seeks to strengthen the connection of the City centre to Lake Burley Griffin through facilitating more direct and legible movement between these locations.</p>
<ul style="list-style-type: none"> accommodating growth in Canberra Central to contribute to a compact, sustainable city that fosters a healthy community, and offers: increased housing, employment and recreation choices; ease of movement; integrated transport and land-use; and respect for the natural environment 	<p>The proposed works will enable ease of movement around the city centre and achieve integrated transport and land use in the improvement of road, pedestrian and cyclist infrastructure. The works will support the effective future development of the City centre.</p>
<ul style="list-style-type: none"> developing the central areas of Canberra, such as City and Constitution Avenue, to the urban scale and diversity intended to consolidate the central areas of Canberra. 	<p>The Project will support the infrastructure requirements that are required to facilitate future development of the City centre.</p>
<ul style="list-style-type: none"> managing change – particularly in terms of traffic and development – to preserve the historic landscapes, Garden City and City Beautiful values, and the dignity of the Central National Area 	<p>The Raising of London Circuit addresses the need for managed change to accommodate the improved traffic and development performance required to support Canberra's growth.</p>
<ul style="list-style-type: none"> using public investment in infrastructure to guide private investment, to enhance the vitality, accessibility and national significance of the public domain of the 1918 Griffin Plan, and to generate economic growth 	<p>The Raising of London Circuit is a major public infrastructure project that will enhance the growth of the local economy by creating opportunities for further private investment in Canberra.</p>
<ul style="list-style-type: none"> fostering a greater level of activity, choice, connectivity and accessibility in the central areas of Canberra. 	<p>The Project fosters improved levels of activity in the City centre by enhancing connectivity and accessibility in the provision of functional, safe and attractive public infrastructure.</p>

Control	Response
<p>Link the city to the Central National Area by:</p> <ul style="list-style-type: none"> • reducing the physical barriers between the Central National Area, City Centre and surrounding neighbourhood precincts • fostering exchange between local and national activities • harnessing the cultural and economic links between the City Centre and surrounding neighbourhood precincts • facilitating the development of physical connections and urban form to enable greater interaction and exchange between the Australian National University, the Central National Area and City Centre. 	<p>The Raising of London Circuit supports the opportunity to extend linkages between the City and surrounding precincts by enhancing connectivity and enabling safe and legible movement between the east and west parts of the City Centre and facilitating the opportunity for a more gradual and direct interface between London Circuit to Commonwealth Avenue.</p>
<p>Extend the City to the Lake by:</p> <ul style="list-style-type: none"> • developing a variety of waterfront activities on the Lake which are diverse in urban, recreational and ceremonial character and are accessible to the public along the waterfront • enhancing lake-based tourist facilities and experiences • maintaining and enhancing the ecological integrity of the lake shore through environmental management requirements for any new development adjacent to or on the lake • developing natural drainage corridors as linear parks and pedestrian/cycle paths to connect with the lake parklands. 	<p>The Raising of London Circuit supports the extension of the City to Lake Burley Griffin through improvements to the pedestrian and cycle network that links these locations.</p>
<p>Reinforce the Main Avenues by:</p> <ul style="list-style-type: none"> • realising the identified Main Avenues of Constitution, Northbourne, Commonwealth, Kings, University, Sydney, Brisbane, and part of Canberra Avenue as multi-use boulevards providing corridors of higher-density mixed-use development, public transport, broad tree-lined footpaths with potential for outdoor dining and street parking 	<p>The Raising of London Circuit project recognises the intended mixed-use interface and multi-use character of the Main Avenues, and seeks to reinstate the Main Avenues within the project area by improving the function of the road network in this location to support a range of road users. This includes the accommodation of the future Canberra Light Rail Stage 2 alignment, the improvement of pedestrian and cyclist experience and the provision of broad tree-lined footpaths. The works are further intended to support the access and serviceability of future development sites along the Main Avenues in the City Centre.</p>

Control	Response
<ul style="list-style-type: none"> • preventing the Central National Area from being overwhelmed by through traffic • providing flexible, efficient and sustainable public transport and pedestrian and bicycle systems that reduce car dependency 	<p>The Project seeks to accommodate the needs of the variety of road users and resolve existing traffic and movement conflicts in the City Centre for the long-term effective operation of the road network.</p> <p>The Raising of London Circuit will facilitate improvements to pedestrian and cyclist infrastructure to support sustainable and active transport options to reduce car dependency. The works will enable the effective continuation of the future Canberra Light Rail network from the City to Woden to expand the provision of sustainable public transport options for Canberra.</p>
<ul style="list-style-type: none"> • developing a sufficient density and mix of land uses to support public transport • improving the urban design and streetscape qualities of the Main Avenues as approaches to the Central National Area • maintaining the ease and comfort of movement around the city to cater for a diversity of pedestrian, cycle, vehicular and public transport modes 	<p>The Project does not propose any buildings or land uses, however seeks to improve infrastructure that will enable safe and convenient access to public transport for both existing and future development in the City centre.</p> <p>The public realm works that form part of this project are designed to improve the urban design and streetscape quality along the Main Avenues of London Circuit, Edinburgh Avenue, Constitution Avenue and Commonwealth Avenue consistent with the character expressed under the Precinct Codes of the National Capital Plan. This includes tree-lined boulevards that incorporate cyclist and pedestrian infrastructure that frame the road reserve and contribute to the streetscape appeal of the City Centre.</p>

Control	Response
<ul style="list-style-type: none"> providing streets with a quality architecture and landscape character that fosters a compact, connective and pedestrian-friendly environment for central city living reducing the barriers of major roads to make it easier for people to access the public spaces of the city, particularly in the Central National Area 	<p>The Raising of London Circuit will facilitate convenient and safe movement around the city for pedestrians, cyclists, vehicles and public transport. The proposed works integrate the needs of diverse users, including accessibility for the mobility impaired.</p> <p>The improvements to pedestrian and cyclist infrastructure proposed in this project will foster connectivity and movement to enhance central city living, with existing residential and accommodation developments located in proximity to the project area. This landscape character will provide a high quality context to augment the experience of the surrounding built environment.</p> <p>The Project seeks to improve accessibility between the City and public spaces including Lake Burley Griffin through improvements to pedestrian and cyclist safety and experience along London Circuit and Commonwealth Avenue.</p>
<p>Link national attractions by:</p> <ul style="list-style-type: none"> maintaining the Central National Area as the appropriate setting for the presentation of events, ceremonies and celebrations of national and international significance, so that Australians might better understand their culture and history – and showcase them to the world consolidating national and international tourism activity in the Central National Area to enhance the visitor experience and appreciation of the symbolic role of Canberra as the National Capital developing existing and new national cultural attractions to complement the settings of existing memorials and national symbols, and to enhance economic benefits for the Australian Capital Territory community 	<p>The Project does not detract from the capacity of the Central National Area to deliver significant events.</p> <p>The Project does not detract from the capacity of the Central National Area to attract tourism. In its delivery, the works will seek to support the movement of visitors through the City to enhance their experience of the National Capital.</p> <p>The Project does not detract from the capacity of the Central National Area to develop cultural attractions.</p>

Control	Response
<ul style="list-style-type: none"> developing network concepts to link national attractions in the Central National Area, improving legibility and way finding for visitors, and linking existing public domain and transport networks 	<p>The Project will support improved legibility and wayfinding for visitors by improving the safety and functionality of the road, pedestrian and cyclist networks that enable visitors to navigate the City.</p>
<ul style="list-style-type: none"> engaging new cultural and government buildings with the daily life of the city by connecting them to diverse and mixed-use districts that support a range of public activities, including shopping, dining and entertainment 	<p>Through improving connectivity and linkages between locations across the City centre, the project will provide support to continued public activity in the city.</p>
<ul style="list-style-type: none"> reinforcing corridors of tourist activity with additional attractions and supportive land uses such as retail, restaurant and hotel developments 	<p>The Project supports the continuation and future development of tourist activity by facilitating improved interfaces between the public realm and sites both existing and proposed for supportive land uses, including Section 63 City.</p>
<ul style="list-style-type: none"> protecting and enhancing ecological values of the Central National Area as a site for eco-tourism 	<p>The Project protects and enhances the ecological values of the Central National Area as demonstrated by the issue of EPBC Approval for the project, detailed in the Environmental Assessment included in this submission.</p>
<ul style="list-style-type: none"> identifying opportunities for developing eco-tourism activities in the Central National Area, provide connections to the National Capital Open Space System, and reinforce Canberra’s identity and environmental integrity as the ‘Bush Capital’ 	<p>The proposed works do not detract from Canberra’s identity nor the environmental integrity of the ‘Bush Capital’.</p>
<ul style="list-style-type: none"> enhancing the provision of lake and land-based recreational and tourism opportunities within a predominantly public open space setting 	<p>The proposed works support movement to access lake and land-based recreation and tourism opportunities in the Central National Area.</p>

Control	Response
<ul style="list-style-type: none">enhancing the sense of arrival for visitors to the National Capital by improving the quality of the approach routes and by progressively formalising the gateway experiences at key city thresholds, culminating in arrival at the Central National Area	Raising London Circuit provides an improved quality of approach to and from the City Centre and enhances the experience of arrival to the Central National Area at an important gateway to the City.
<ul style="list-style-type: none">enhancing the vistas to the national attractions and icons.	Through the improvement of the public realm, the project continues to maintain and enhance the quality of experience along key vistas to national attractions in the Central National Area.

6.8 The Parliamentary Zone and its Setting

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

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

Table 10 Assessment against the Detailed Conditions of Planning, Design and Development for the Parliamentary Zone and its Setting

Control	Response
4.2.2.1 Principles for the Parliamentary Zone and its Setting	
<p>1. Canberra's role as Australia's capital is of continuing and paramount importance. National functions, organisations and activities are actively encouraged to locate in Canberra. They should be housed and located in prominent positions where they serve, individually and collectively, as effective symbols of the nation and its capital.</p>	<p>The Project does not include buildings or activities, however in its proposed works would facilitate future location of functions and activities in the City centre and continue to service existing national functions in this location by improving accessibility and movement around the City Hill area.</p>
<p>2. Opportunities should be taken progressively to enhance the international role of Canberra as Australia's capital. Diplomatic representation, the establishment in Canberra of international organisations, and the holding of international events in Canberra are all encouraged as means of enhancing the National Capital's international role.</p>	<p>Raising London Circuit represents an opportunity to improve the character and movement performance of the City centre, and in facilitating the future Light Rail Stage 2 alignment that would enhance the appeal of Canberra for future international events.</p>
<p>3. The planning and development of the National Capital will seek to respect and enhance the main principles of the Griffins' formally adopted plan for Canberra.</p>	<p>The Project respects the Griffin Plan through its retention of the formal geometry for the City Centre, and enhances the principles of the plan through reinstating the original block pattern as part of the works proposed.</p>

Control	Response
<p>4. The Parliamentary Zone and its setting remain the heart of the National Capital. In this area, priority will be given to the development of buildings and associated structures which have activities and functions that symbolise the Capital and through it the nation. Other developments in the area should be sited and designed to support the prominence of these national functions and reinforce the character of the area.</p>	<p>The Raising of London Circuit supports the prominence of the national function of the Parliamentary Zone, retaining the symbolic geometry and vistas between City Hill and Parliament House and reinforcing the character of the area through delivery of a high quality public infrastructure and public realm outcome.</p>
<p>5. Planning and development of the Territory beyond the Parliamentary Zone and its setting should enhance the national significance of both Canberra and the Territory.</p>	<p>The project is located entirely within the Parliamentary Zone.</p>

4.2.2.2 Policies for the Parliamentary Zone and its Setting

<p>1. Major national functions and activities that are closely connected with workings of Parliament or are of major national significance should be located in or adjacent to the National Triangle formed by Commonwealth, Kings and Constitution Avenues, to provide a strong physical and functional structure which symbolises the role of Canberra as the National Capital.</p>	<p>The proposed works do not compromise the functions and activities of Parliament, and continue to reinforce the physical and functional structure of the National Triangle to Commonwealth and Constitution Avenues.</p>
<p>2. The preferred uses in the Parliamentary Zone are those that arise from its role as the physical manifestation of Australian democratic government and as the home of the nation's most important cultural and judicial institutions and symbols. The highest standards of architecture will be sought for buildings located in the Parliamentary Zone.</p>	<p>No buildings are proposed as part of this application.</p>
<p>3. Diplomatic activities should be established in places which are prestigious, have good access to Parliament House and other designated diplomatic precincts, and meet security requirements. They should be planned and designed to establish a distinct character and setting for each area reflecting their national and international significance.</p>	<p>Diplomatic activities are not proposed as part of this application.</p>

Control	Response
4. National and international associations and institutions will be encouraged to locate in Canberra, and whenever practicable the District of Canberra Central will be the preferred location for them.	National and international institutions are not proposed as part of this application.

6.9 National Capital Plan Precinct Codes

As depicted in Figure 11 below, the works that form part of this application are located across four precincts under the National Capital Plan:

- the City Hill Precinct (Precinct 4 of the Central National Area as identified in the National Capital Plan)
- the West Basin Precinct (Precinct 5)
- the Constitution Avenue and ANZAC Parade Precinct (Precinct 6)
- the Lake Burley Griffin and Foreshores Precinct (Precinct 10)
- the Main Avenues Precinct Code, which includes parts of London Circuit, Edinburgh Avenue, Constitution Avenue and Commonwealth Avenue within which works are proposed.

Each of these Precinct Codes is addressed below.

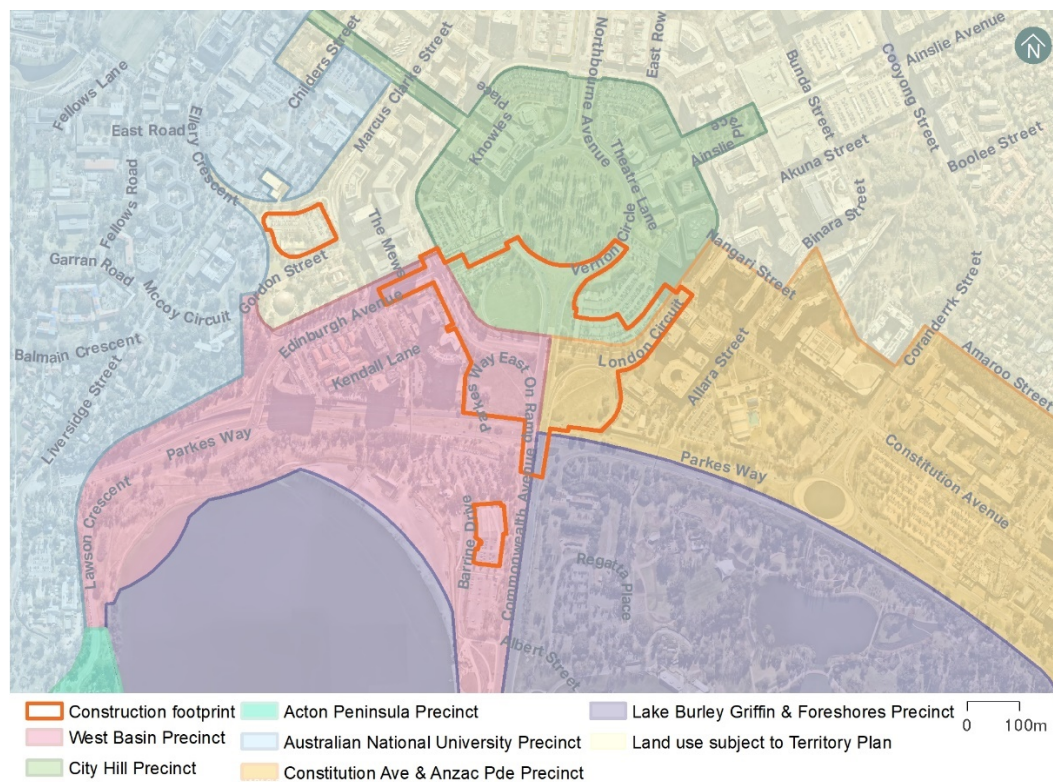


Figure 11: National Capital Plan Central National Area Precincts

6.9.1 City Hill Precinct Code

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

The area covered by the Precinct is shown in Figure 12 below.

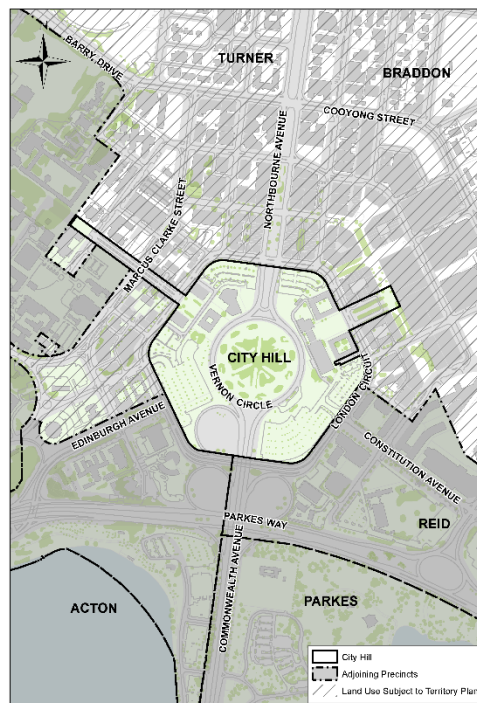


Figure 12: City Hill Precinct (Figure 38 of National Capital Plan) (NCA, 2016)

The City Hill Precinct Code states:

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

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

There is a National Capital interest in ensuring that:

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

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

Table 13 Assessment against the City Hill Precinct Code

Control	Response
<p>4.6.2 Background</p> <p>The City Centre has a multi-faceted role as Canberra’s most important metropolitan centre. The City Hill Precinct within the City Centre is located at the apex of the National Triangle in a location astride an important entrance route to the Parliamentary Zone, and forms a significant element in the physical structure of central Canberra.</p> <p>City Hill Precinct is the municipal heart of central Canberra. The City Hill Precinct forms the Griffin’s symbolic and geographical centre for the City – a corner completing the National Triangle as a gateway to the Central National Area and a hub connecting significant main avenues and vistas.</p>	

Control	Response
<p>There is a National Capital interest in ensuring that:</p> <ul style="list-style-type: none"> • Sites within the City Hill Precinct are developed in accordance with their national importance, at the apex of the National Triangle. • The symbolic importance of the Main Avenues radiating from City Hill (Northbourne, Ainslie, Constitution, Commonwealth, Edinburgh and University Avenues) is protected and supported through the design and development of the adjacent blocks and the landscaping and design of the avenues. 	<p>Within the City Hill Precinct, the symbolic importance of the Main Avenues is protected and supported through the creation of an integrated engineering and landscaping design outcome that achieves functional performance whilst creating an attractive and high-amenity pedestrian environment commensurate with the character intended for Main Avenues under the City Hill Precinct Code.</p>

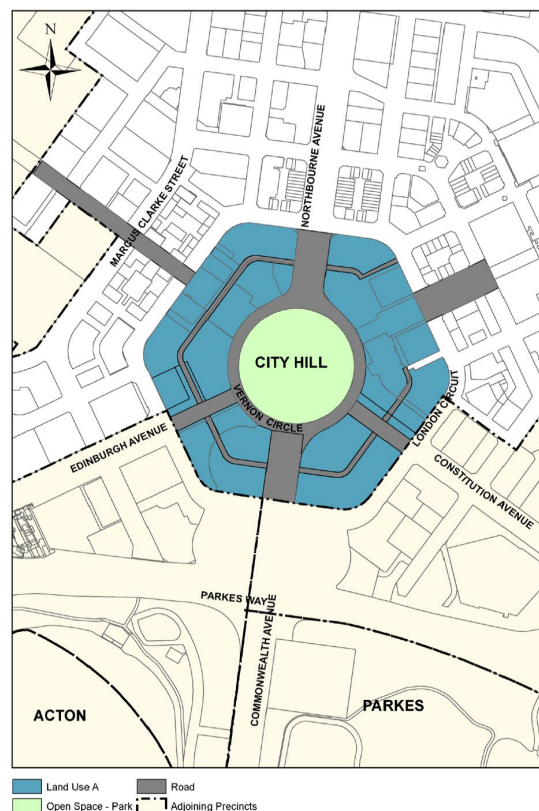
4.6.3 Objectives for City Hill Precinct

<ol style="list-style-type: none"> 1. Maintain and promote the City Centre as the main commercial centre of Canberra and the region – with the City Hill Precinct as the preeminent heart of City. 2. The design of buildings and the amenity and environmental quality of the main public spaces should result in an accessible, attractive, high quality and distinctive centre, consistent with the City’s role as the major metropolitan centre and its location at one point of the National Triangle, the major organising element of the Central National Area. 3. That the City Hill Precinct provides a vibrant, interesting and lively centre with high levels of human activity. 4. Development must command the highest standards of urban design, sustainability, exemplary architecture and social inclusion, reflecting the character of the National Capital. 5. The City Hill Precinct must complement and actively relate to, and integrate with, the existing and future structure of the rest of City. 6. Encourage a mix of land uses, including residential uses, which contribute to a diverse and active character. 	<p>The Project is consistent with the objectives for the City Hill Precinct in its exemplary urban design and commitment to sustainability.</p> <p>The proposed works support and encourage activity in the City centre and support the City Hill precinct in its role as the preeminent heart of the City.</p>
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Major buildings of municipal or cultural significance should be located adjacent to City Hill Park, with their main address to Vernon Circle.

4.6.4 Land Use for City Hill Precinct

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



Permitted land uses for Land Use A are:

- Administrative Use
- Car Park
- Café, Bar Restaurant
- Casino
- Community Protection Facility
- Cultural Facility
- Indoor Recreation Facility
- Office
- Park
- Personal Service Establishment
- Place of Assembly
- Public Utility

The proposed works within the West Basin precinct comprising site compound areas fall partly within the Land Use A land use area and areas identified as road.

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

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

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

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

- Diplomatic Mission
- Education Establishment
- Hotel
- Health Centre
- Motel
- Residential
- Retail
- Scientific Research Establishment
- Social/Community facility
- Tourist facility.

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

General

New or altered buildings must ensure that:

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

Not relevant to this proposal as no buildings are proposed.

City Hill Park as a central open space

City Hill Park should be retained and enhanced as an enclosed central park serving a functional role within an urban built form.

The proposed works do not impact on the continuing function of City Hill Park in its role as a central open space.

The topography of City Hill Park may need to be modified to create an urban park, accommodate pedestrian desire lines and integrate with Vernon Circle.

City Hill Park is the primary public place for the Precinct. Any buildings located on City Hill them Park must be ancillary to this purpose and be designed, sited and of a scale that complements the landscape character.

New public spaces created within the Precinct must complement and not diminish the pre-eminence of City Hill Park.

Open space- Building Height

Building heights of up to 25 metres (generally six to eight storeys) above adjacent kerb levels of London Circuit, Vernon Circle and Northbourne, Edinburgh, Constitution and Commonwealth Avenues are permissible in all areas of City Hill Precinct.

Not relevant to this proposal as no buildings are proposed.

Landmark buildings up to RL617 (generally 14 to 18 storeys) will be restricted to the locations identified in Figure 42, generally being the corners of the main avenues intersecting with London Circuit.

Buildings more than 25 metres in height are to be the subject of wind testing, including down draught conditions and turbulence, to ensure development does not have adverse impacts on building entrances and the public domain.

Buildings fronting Vernon Circle should have a minimum height of 16 metres (equivalent to four storeys) to create a sense of enclosure around City Hill Park.

Minor building elements that extend building height above 25 metres will be considered where this enhances the architectural quality of the building and fosters energy efficiency, indoor amenity and appropriate urban scale.

Active frontages

Street level frontages should, where possible, be active. Primary retail activities should be off London Circuit with secondary food and beverage activities occurring along north-south laneways so as to optimise sunlight access during peak periods. Buildings on the avenues must have predominantly active frontages at ground floor.

Not relevant to this proposal as no buildings are proposed.

Avenue connections and vistas

- New road connections to Vernon Circle from Constitution and Edinburgh Avenues should facilitate access for local traffic and pedestrians.
- View corridors must be retained from radiating avenues to City Hill Park. No buildings should bridge these avenues.
- A limited palette of high-quality pedestrian pavement materials, street furniture and lighting will be used. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues.

New road connections to Vernon Circle are not proposed as part of this application.

The RLC project retains view corridors to City Hill Park. The proposed public realm infrastructure comprises high-quality material palette as outlined on the landscape plans included in this submission.

Heritage

The heritage values of the Sydney and Melbourne Buildings are to be considered and addressed by new buildings adjacent to these sites.

The proposed works are not located in the vicinity of the Sydney and Melbourne Buildings.

Traffic

- Major modifications to the existing traffic management arrangements are dependent upon the continuing implementation of peripheral parkways and city bypass routes including Gungahlin Drive, Majura Parkway, Clunies Ross Street, Fairbairn Avenue, Marcus Clarke Street and Cooyong/Ballumbir Streets and the removal of the Parkes Way cloverleaves.
- Traffic engineering devices (e.g. slip lanes) should be designed to promote pedestrian amenity, safety and access and bicycle movements.

The RLC project includes the removal of the north and south west Parkes Way cloverleaves.

The project requires consideration to the existing traffic management arrangements to be made. These are outlined in documents provided in this submission.

Parking

- | | |
|---|---|
| <ul style="list-style-type: none"> • Replacement of existing surface car parks and public car parking should be provided for as identified in the ACT Government Parking Strategy. Development of existing surface car parks will need to demonstrate that an adequate public car parking provision (on street or in appropriately designed structures) will meet the needs of City Hill Precinct. • Car parking for new development is to be accommodated in basements or in above ground structures that do not dominate the public domain. | <p>Permanent changes to existing surface parking provision is not proposed as part of the RLC works within the City Hill precinct.</p> <p>It is intended to include part of the Section 116 City public surface car park as a Site Compound for the delivery of the works for the duration of the project, and thereafter the land is to be reinstated for use by the land custodian.</p> |
|---|---|

Public transport

<p>London Circuit should operate as the main public transport circuit for Canberra City.</p> <p>Redevelopment of the City Hill Precinct should take place in the context of an integrated public transport plan.</p> <p>Mechanisms should be introduced to give priority to public transport.</p>	<p>The RLC project retains London Circuit as the main public transport circuit for the City.</p> <p>The proposed works seek to retain the priority of public transport along this corridor.</p>
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Laneways

<p>Existing laneways should be retained and new laneways created to provide permeability and create service access. Opportunities should be identified to create laneways with active frontages, particularly in relation to heritage and public buildings and at intersections.</p>	<p>Not relevant to this proposal as no laneways are proposed.</p>
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Pedestrian and bicycle links

<p>New development, including public spaces, will facilitate pedestrian connectivity and bicycle movements within the City Hill Precinct and between the City Hill Precinct and Canberra Central.</p>	<p>The RLC project will enhance the pedestrian and cyclist network to facilitate connectivity within the City Hill precinct and surrounding areas.</p>
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6.9.2 West Basin Precinct Code

Part of the lands within the project area are located within the West Basin Precinct. The area covered by the Precinct is shown in Figure 14 below.

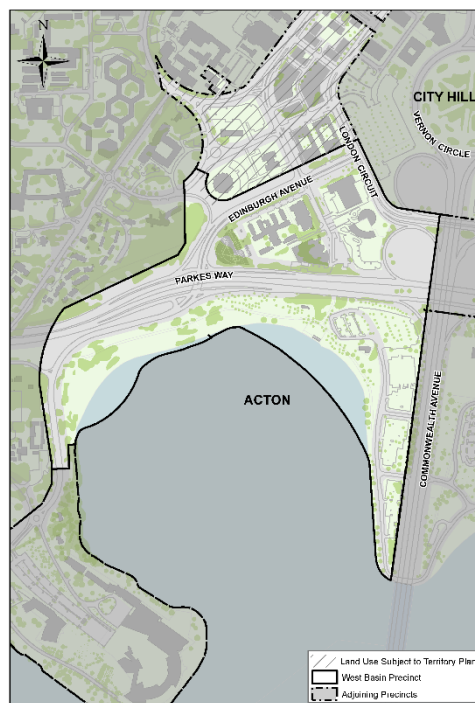


Figure 14: West Basin Precinct (Figure 54 of National Capital Plan) (NCA, 2016)

The West Basin Precinct Code states:

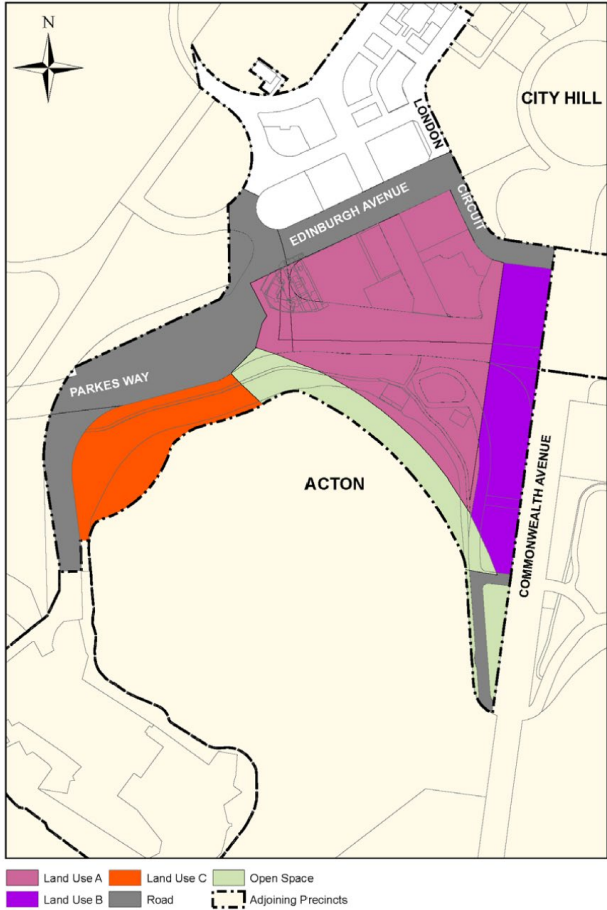
West Basin will be a vibrant cultural and entertainment precinct on a waterfront promenade. The area will create a new city neighbourhood, extending the city to the lake with a cosmopolitan mixture of shops, businesses, cafés, recreation, tourist activities and accommodation.

Objectives for the West Basin Precinct include:

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

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

Table 15 Assessment against the West Basin Precinct Code

Control	Response
<p>4.7.4 Land Use for West Basin Precinct</p>	
<p>Land use for the West Basin Precinct should be in accordance with Figure 55.</p>  <p>Permitted land uses for 'Land Use A' are:</p>	<p>The proposed works within the West Basin precinct comprise:</p> <ul style="list-style-type: none"> - Works within the London Circuit and Edinburgh Avenue road reserve identified as 'Road' in Figure 55 - Works on Block 9 Section 8 City identified as Land Use A in Figure 55 - Site compound areas that fall partly within the Land Use B and Open Space land use areas. <p>These works are temporary in nature however related to the proposed road and public utility works under which the project is defined.</p> <p>Both the Land Use B and Open Space areas permit use of the land for public utility.</p> <p>Use of land within areas identified as 'Road' to accommodate proposed works is considered to be appropriate as it forms part of the broader project which has been demonstrated to be consistent with the policies and principles of the National Capital Plan as addressed in Section 6 of this report.</p>

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

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

Control	Response
Landscape/Streetscape	
<ul style="list-style-type: none"> Landscape planting should reinforce the urban structure of West Basin and its integration with the setting of the Central National Area and the Lake Burley Griffin parklands. 	<p>Proposed works within road reserves of London Circuit and Edinburgh Avenue incorporate landscape plantings that reinforce the urban structure of West Basin and integrate with the Central National Area.</p>
<ul style="list-style-type: none"> A formal treatment should be applied to the main avenues, major streets and the waterfront promenade, and continuous street trees should define the pattern of city streets extending to the lake. The visual impact of parking on the public domain should be minimized by integrating parking layouts with street tree plantings and pavement design. 	<p>Formal landscape treatments are proposed along Main Avenues that include tree plantings intended define the city streets and integrate with the existing landscape character.</p>
<ul style="list-style-type: none"> A limited palette of high quality pedestrian pavement materials, street furniture and lighting should be used. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues. 	<p>Proposed pedestrian pavement and luminaires are of high quality materiality that reflects the geometry and formality of the Main Avenues, as documented in landscape and lighting plans included in this submission.</p>
<ul style="list-style-type: none"> A range of soft and hard landscape treatments are to be incorporated into the waterfront promenade and foreshore. Streetscapes must be well lit for pedestrians and made safe for night time use. Footpath areas should be wide enough to cater for pedestrians and specific land use requirements and allow for seating areas, outdoor cafés, planting and urban art. Public art should be included as an integral component of development proposals and the public domain. 	<p>No permanent landscape works or public art is proposed to the waterfront promenade and foreshore.</p>

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

Control

Response

Road Hierarchy

- Maximise connections into the site from surrounding main avenues.
- Provide a hierarchy of streets being main avenues, major streets and minor streets.
- Provide a flexible road network that can accommodate temporary closures of minor streets to vehicles for significant pedestrian events.
- Ensure that minor streets are low-speed urban streets which give priority to pedestrians.
- Design traffic engineering devices to promote pedestrian amenity, safety and access.

The Project does not propose change to the existing road network in this location. Proposed traffic engineering devices have been designed to promote pedestrian amenity, safety and access as detailed on the civil engineering plans included in this submission.

6.9.3 Lake Burley Griffin and Foreshores Precinct Code

Part of the lands within the project area are located within the Lake Burley Griffin and Foreshores Precinct. The area covered by the Precinct is shown in Figure 16 below.

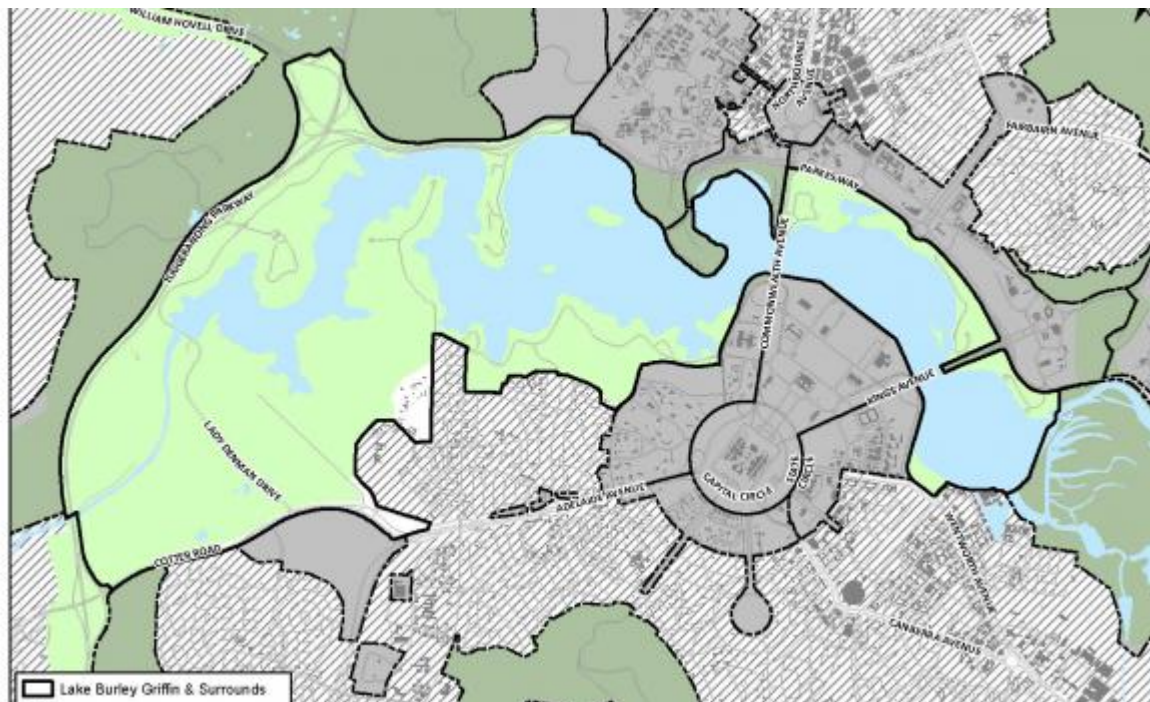


Figure 16: Lake Burley Griffin and Foreshores Precinct (Figure 113 of National Capital Plan) (NCA, 2016)

The Lake Burley Griffin and Foreshores Precinct Code states:

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

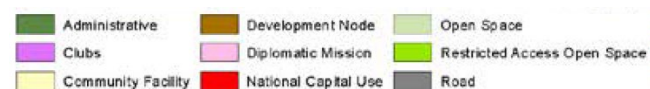
Objectives for the Lake Burley Griffin and Foreshores Precinct include:

Table 17 Assessment against the Lake Burley Griffin and Foreshores Precinct Code

Control	Response
4.12.3 Background	
4.12.3 Objectives for Lake Burley Griffin and Foreshores	
<ol style="list-style-type: none"> 1. To conserve and develop Lake Burley Griffin and Foreshores as the major landscape feature unifying the National Capital’s central precincts and the surrounding inner hills and to provide for National Capital uses and a diversity of recreational opportunities. 2. Lake Burley Griffin and Foreshores should remain predominantly as open space parklands while providing for existing and additional National Capital and community uses in a manner consistent with the areas’ national symbolism and role as the city’s key visual and landscape element. 3. Lake Burley Griffin and Foreshores are intended to provide a range of recreational, educational and symbolic experiences of the National Capital in both formal and informal parkland settings with particular landscape characters or themes. These should be maintained and further developed to create a diversity of landscape and use zones which are integrated into the landscape form of the city and reflect the urban design principles for the National Capital. 4. The water quality and hydraulic operation of the lake should be maintained in a manner designed to protect Lake Burley Griffin and Foreshore’s visual and symbolic role. 	<p>The Project is consistent with the objectives for Lake Burley Griffin and Foreshores.</p> <p>The proposed works support connectivity between the City centre and Lake to enhanced opportunities to enjoy the recreation, educational and symbolic experiences of the National Capital.</p> <p>The proposed works do not adversely impacts on water quality or the hydraulic operation of the lake.</p>
4.12.4 Land use for Lake Burley Griffin and Foreshores	
<p>Land use for the West Basin Precinct should be in accordance with Figure 114.</p>	

Control

Response



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

- Works within the Commonwealth Avenue road reserve identified as 'Road' in Figure 114

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

Permitted land uses include:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Aquatic Recreation Facility • Club (related to lake use only) • Community Facility • Landscape Buffer • National Capital Use • Outdoor Education Establishment • Park • Pathway Corridor • Public Utility | <ul style="list-style-type: none"> • Reserve • Restaurant • Restricted Access Open Space • Road • Single Dwelling Housing (Block 6 Section 4 Yarralumla only) • Scientific Research Establishment • Tourist Facility (not including a service station) |
|---|---|

Control

Response

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

6.10 Constitution Avenue and ANZAC Parade Precinct Code

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

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



Figure 18: Constitution Avenue and ANZAC Parade Precinct (Figure 70 of National Capital Plan) (NCA, 2016)

The Constitution Avenue and ANZAC Parade Precinct Code states:

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

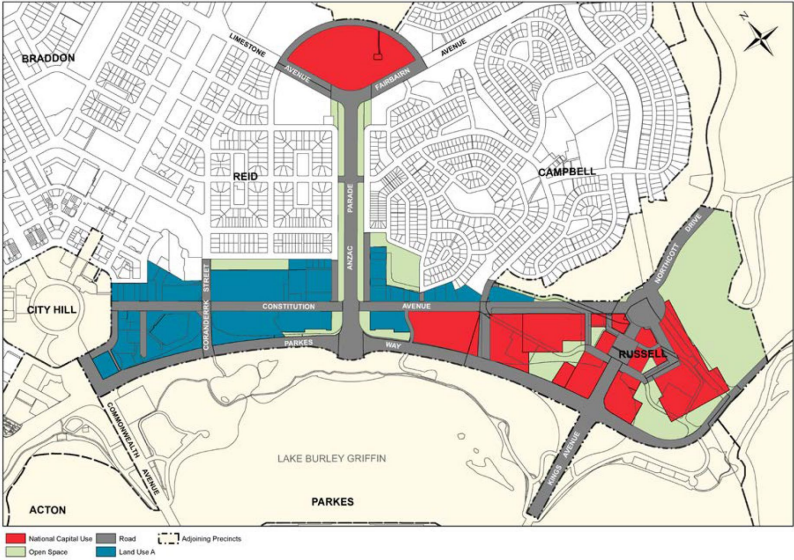
Objectives for the Constitution Avenue and ANZAC Parade Precinct include:

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

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

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

Table 19 Assessment against the Constitution Avenue and ANZAC Parade Precinct Code

Control	Response
<p>4.8.4 Land use for Constitution Avenue and ANZAC Parade Precinct</p>	
<p>Land use for the Constitution Avenue and ANZAC Parade Precinct should be in accordance with Figure 71.</p>	<p>The proposed works within the Constitution Avenue and ANZAC Parade precinct comprise:</p> <ul style="list-style-type: none"> - Works within the Constitution Avenue road reserve identified as 'Road' in Figure 55
	<p>Use of land within areas identified as 'Road' to accommodate proposed works is considered to be appropriate as it forms part of the broader project which has been demonstrated to be consistent with the policies and principles of the National Capital Plan as addressed in Section 6 of this report.</p>
<p>Permitted land uses for 'Land Use A' are:</p> <ul style="list-style-type: none"> • Administrative Use • Aquatic recreation facility • Bank and cooperative society • Café, bar, restaurant • Car park • Club • Commercial Accommodation (Serviced Apartment only) • Consulting Rooms • Motel • Office • Park • Personal service establishment • Place of assembly • Public utility • Residential • Retail (ground floor of buildings only) 	

Control	Response
<ul style="list-style-type: none"> • Cultural facility • Diplomatic Mission • Education establishment • Health Centre • Hotel • Indoor recreation facility 	<ul style="list-style-type: none"> • Road • Social/Community facility • Tourist facility <p>Ancillary land uses for 'Land Use A' are:</p> <ul style="list-style-type: none"> • Child Care Centre • Retail (either ground floor or above)
<p>Urban Structure</p>	
<p>Reinforce Constitution Avenue as the base of the National Triangle and the Russell apex with appropriate urban form.</p> <p>Create a street grid, sympathetic to Griffin's intended pattern of streets and city blocks that provides a high level of integration with the street and path network of City, Reid and Campbell and link these areas with Lake Burley Griffin and Kings and Commonwealth Parks.</p>	<p>The proposed works within the Constitution Avenue road reserve do not impact the urban form of the Avenue in its role as the base of the National Triangle, nor impact the street grid as intended by Griffin.</p>
<p>Landscape Structure</p>	
<p>Landscape planting should reinforce the urban structure of Constitution Avenue and its integration with the setting of the Central National Area and the Lake Burley Griffin parklands.</p> <p>A formal treatment should be applied to the main avenues including Constitution, Kings and Commonwealth Avenues, as well as Parkes Way. Continuous street trees should define the pattern of major and minor streets.</p> <p>The visual impact of parking on the public domain should be minimised by integrating parking layouts with street tree plantings and pavement design.</p>	

Control	Response
Public transport, access and circulation	
<p>Allow for an integrated public transport system with Constitution, Kings and Commonwealth Avenues and London Circuit as the principal public transport route.</p> <p>Provide a hierarchy of pedestrian routes ranging from Constitution, Commonwealth and Kings Avenues and London Circuit as urban boulevards, major streets (including Coranderrk Street and Blamey Crescent and Sellheim Avenue), minor streets, laneways and arcades.</p> <p>Ensure safety and comfort for pedestrians, with intersections designed to minimise slip lanes for fast turning traffic.</p>	<p>The proposed works are designed to facilitate the integrated operation of the public transport system and retain London Circuit as the principal public transport route.</p> <p>The works reinforce the hierarchy of pedestrian routes along Constitution Avenue and London Circuit, ensuring safety and comfort for pedestrians.</p>
Road hierarchy	
<p>The road hierarchy provides a legible and connective framework for moving throughout the area with:</p> <ul style="list-style-type: none"> - Constitution, Commonwealth and Kings Avenues and Parkes Way having the role of principal routes for through traffic and pedestrians connecting other parts of the city to the area 	<p>The proposed works maintain the legibility and connectivity of Constitution Avenue as a principal route for traffic and pedestrians by enhancing the performance of the road network in this location and enabling connections within the City.</p>
Cycle ways	
<p>Provide an attractive and direct network for pedestrians and cyclists catering to recreation and commuter needs, separated spatially and by visual character where appropriate to prevent pedestrian conflicts.</p>	<p>The proposed works facilitate safe and accessible pedestrian and cyclist movement within this Precinct.</p>
Streetscape Design	
<p>Provide a complementary hierarchy of streetscape elements that relates to the road hierarchy giving primacy to the main avenues, emphasising continuity along their length through avenues of appropriately scaled street trees, consistent pedestrian pavement materials, street furniture and lighting.</p> <p>Development should generally be constructed to the street boundary to define and enclose streets and create continuous street frontage while allowing variations in individual buildings and uses.</p>	<p>Proposed pedestrian pavement and luminaires are of high quality materiality that reflects the geometry and formality of Constitution Avenue, as documented in landscape and lighting plans included in this submission.</p>

Control	Response
<p>Use a limited palette of high quality pedestrian pavement materials, street furniture and lighting. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues.</p> <p>Ensure streetscapes are well lit for pedestrians and optimise security and safety for night time use. Footpath areas should be wide enough to cater for pedestrians and specific land use requirements and allow for seating areas, outdoor cafés, planting and urban art.</p> <p>Wider pavements for outdoor cafés and public amenity are to be located on the sunny southern side of the avenue.</p>	
<p>Active Frontages</p>	
	<p>Not relevant to this proposal as no buildings are proposed.</p>
<p>Building height and form</p>	
	<p>Not relevant to this proposal as no buildings are proposed.</p>
<p>Parking</p>	
	<p>Not applicable as no changes to parking areas in this Precinct area are proposed.</p>

6.11 Main Avenues and Approach Routes Precinct Code

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

Table 20 - Assessment against the Main Avenues and Approach Routes Precinct Code

Control	Response
4.15.3 Objectives for Main Avenues and Approach Routes	
	The Raising of London Circuit project is consistent with the objectives for the Main Avenues and Approach Routes Precinct.
<ol style="list-style-type: none"> 1. Establish and enhance the identity of the approaches to the Central National Area as roads of national significance and, where relevant, as frontage roads for buildings which enhance the National Capital function and as corridors for a possible future inter-town public transport system. 	The proposed works enhance the identity of the Main Avenue approaches into the Central National Area and are designed to enable improved operation of the inter-town public transport system, including provision for the future Canberra Light Rail Stage 2 alignment.
<ol style="list-style-type: none"> 2. Ensure that works within the road reservations are carried out to the highest standards, by maintaining and enhancing landscaping, and by facilitating the flow of traffic as far as possible. 	Works within road reservations are to be undertaken to the highest standards including in their functional and safety performance. Proposed public realm landscape works are to enhance the quality of the Main Avenues by providing tree-lined boulevards that complement the landscape character of the City centre.
<ol style="list-style-type: none"> 3. Reinforce and, where possible, express the integrity of the Griffin Plan's visual structure by strengthening the geometry and form of main avenues, vistas and public spaces. 	The proposed removal of the Parkes Way south west cloverleaf ramp and the north west cloverleaf, and raising of London Circuit will strengthen the geometry and form of the main avenues to continue to express the integrity of the Griffin Plan and its intended visual structure.

Control	Response
<p>4. Improve the urban design and streetscape qualities of the Main Avenues as approaches to the Central National Area.</p>	<p>Improvements to the pedestrian and cyclist infrastructure and landscaping design will enhance the urban design and streetscape qualities of the Main Avenues approaching the City centre.</p>
<p>4.15.4 Detailed conditions of planning, design and development</p>	
<p>General</p>	
<p>Traffic is to be managed to ensure the continued effective function of the Main Avenues and Approach Routes. The Main Avenues will provide access to fronting buildings where practicable, and where traffic safety and flows are not adversely affected.</p>	<p>Refer to the Temporary Traffic Management Plan included in this submission demonstrating proposed traffic management measures to be implemented through the duration of the project.</p>
<p>Landscaping</p>	
<p>The Main Avenues and Approach Routes will be developed and maintained as high quality landscaped corridors. In built-up areas, the established design theme of verges and medians and formal tree plantings will be maintained. In areas of intensive pedestrian use, high quality paving is to be used.</p>	<p>Formal tree plantings are proposed within Main Avenues appropriate to the road reserve and verge width, existing development and infrastructure and site conditions. High quality paving is proposed for pedestrian areas.</p>
<p>Signs</p>	
<p>Signs will generally comprise traffic, directional and visitor information signs, and unnecessary repetition will be avoided. Commercial roadside signs are not permitted in road reservations, except on bus shelters. Non-commercial signs may be permitted where they comply with the requirements for signs set out in the Signs General Code.</p>	<p>Proposed signage is to comprise traffic and directional signage required for road safety and wayfinding purposes only.</p>
<p>Streetscape design</p>	

Control	Response
<p>A streetscape hierarchy, that complements the road hierarchy, should be established. This hierarchy should give primacy to main avenues, emphasise continuity along their length through avenues of appropriately scaled trees, consistent pedestrian pavement materials, street furniture and lighting.</p> <p>Development should generally be constructed to the street boundary to define and enclose streets and create continuous street frontage while allowing variations in individual buildings and uses.</p> <p>A limited palette of high quality pedestrian pavement materials, street furniture and lighting will be used. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues.</p> <p>Streetscapes are to be well lit for pedestrians and optimise security and safety for night time use.</p>	<p>Proposed streetscape treatments are to be of high quality include tree plantings appropriate to site conditions and consistency in pavement materials. Lighting fixtures are designed to achieve road safety performance and complement the streetscape character.</p>

6.12 General Codes

6.12.1 Signs General Code

The Signs General Code excludes the following sign types relevant to this project:

- traffic or similar regulatory devices, legal notices, or warnings at railway crossings
- signs denoting architect, engineer or contractor when placed on construction sites and not exceeding 0.5m² in area or combined signs denoting architect, engineer and contractor not exceeding 2.5m² in area
- signs required to be maintained by law or governmental order or regulation, with a total surface area not exceeding 1.0m² on any block

Proposed signage is to comprise temporary project signage and traffic devices and associated regulated signage that meet the requirements to be exempt under the Signs General Code. Refer to signage plans S211-ACM-WOP-CIV-LI-0001 to 0562 included as part of this submission.

6.12.2 Telecommunications General Code

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

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

Refer to Existing and Proposed Utilities Plans S211-WSC-DRW-UTL-GE-1001 to 2118 included in this submission.

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

Table 21 Assessment against the Telecommunications General Code

Condition	Response
4.21.3 Objectives	
<p>The objectives of the Telecommunications General Code are to:</p> <ol style="list-style-type: none"> 1. ensure that the operation of a functional telecommunications service meets community expectations and does not adversely affect the character of Canberra as the National Capital, including the landscape setting of the city and the national significance of land specified in this Plan as Designated Areas. 2. minimise environmental and visual impacts arising from the construction, operation, maintenance, decommissioning and removal, and site rehabilitation of telecommunications infrastructure. 	<p>The proposed works are consistent with the objective to ensure the operation of a functional telecommunication service that does not impact the character or the City or landscape setting.</p> <p>The proposed works include predominantly underground infrastructure and environmental and visual impacts of the infrastructure are minimised in the design and proposed implementation of these works.</p>
4.21.4 Detailed conditions of planning, design and development	
General	
Erection of Telecommunications Structures	
<ol style="list-style-type: none"> 1. Site Selection – Sites where a tower, mast or antenna will be visually incongruous should be avoided wherever possible. Where a choice of site exists, low rise, small scale residential areas should be avoided and commercial, industrial or transport related land with existing utility structures such as lighting columns or other vertical structures should be selected. Where practicable, sites having environmental, nature conservation or heritage significance, and sites of community concern such as schools, childcare centres or where a facility may interfere with existing emergency or safety equipment, should be avoided. 2. Choice of antenna location and mast sharing – The mounting of antennas on a building or an existing mast is the preferred way of accommodating a new facility. Where there are several antenna mounting and locational options, care is to be taken to choose the most appropriate option that has the least visual impact on the community and surrounds. 	<ol style="list-style-type: none"> 1. Not Applicable as no aerial structures are proposed 2. Not Applicable as no aerial structures are proposed

Condition	Response
<p>3. Electromagnetic Energy (EME) Standard – all telecommunication facilities must comply with current industry standards in respect to EME emissions and their impact on surrounding land uses.</p> <p>4. Ameliorative Actions – Wherever possible, sites should be either screened from the most prominent views or have a backdrop of trees, buildings or high ground. Ideally sites should have both a well-screened foreground and background keeping to a minimum the height of mast and antenna exposed to view. Where parts of an antenna or mast are exposed, they are to be finished in a colour that is not highly reflective and that minimises their intrusiveness.</p> <p>5. Decommissioning and Restoration – When a facility is no longer required, or is to be superseded by a replacement facility, the facility is to be removed from a site within a period of three months and the site is to be left in a condition satisfactory to the National Capital Authority. A site remediation plan may be required to ensure that the site is restored appropriately.</p>	<p>3. Proposed telecommunications utilities will comply with current industry standards in respect to EME emissions and their impact on surrounding land uses.</p> <p>4. Screening is not required for telecommunication works included in this application.</p> <p>5. Not relevant to this application.</p>

Rollout of Cable

<p>1. Method of rollout dependent on site sensitivity – For any proposal to rollout telecommunications cable, the method of rollout should be considered in relation to the sensitivity of the site. Underground cabling is the preferred method given the importance of Designated Areas.</p> <p>2. Co-location to minimise impacts – For any proposal to rollout telecommunications cables in areas where an existing public utility is in place, the method of rollout should be considered in relation to the existing utility infrastructure. In new subdivisions, or areas where underground infrastructure already exists, the rollout of telecommunications cable should be co-located with existing cable or undertaken in a similar manner.</p> <p>3. Avoiding duplication – As far as practicable and where the technology permits, cable rollout should be carried out in a coordinated fashion to avoid duplication. A proliferation of overhead telecommunications cables should be avoided in situations where a single cable is capable of delivering the proposed telecommunications service. In cases where more than one cable is proposed, carriers should demonstrate that the use of a single cable is not practical for technical, environmental or economic reasons.</p>	<p>Refer to Detail Plans S211-WSC-DRW-UTL-GE-1001 to 2118 for locations of telecommunications infrastructure. All cables will be underground and to the extent practicable located in shared trenches to minimise the extent of area of impact resulting from proposed works.</p>
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6.13 NCA Outdoor Lighting Policy

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

Refer to Lighting Plans S211-ACM-WOP-CIV-LT-0001 to 0113 included in this submission.

Table 22 Assessment against the Outdoor Lighting Policy

Condition	Response
Part one: urban context - Strategies	
1a) Express the key geometric elements of the Griffins' formally adopted plan for the city through lighting design and distribution.	
1 Emphasise the three node points of the Griffins' National Triangle by creating and maintaining strong visual 'anchors' at Parliament House, City Hill and Russell.	The proposed lighting design for project areas assists City Hill as a strong visual anchor.
2 Create a unique identity for the roads that form the Griffins' National Triangle, being Commonwealth, Kings and Constitution Avenues, through careful selection and installation of an integrated suite of street furniture and lighting. Achieve a high degree of uniformity in lighting performance on these three main avenues.	The proposed lighting strategy creates a unique identity for Commonwealth Avenue, and lighting performance is to be uniform with other Main Avenues.
3 Illuminate the Griffins' Land Axis by retaining the existing ANZAC Parade street lighting and illumination of Federation Mall.	
4 Reinforce the Griffins' Water Axis by illuminating the promenade along the southern foreshore, Commonwealth Place and the International Flag Display.	
5 Use full cut-off light fittings in all landscape areas, roads, paths and car parks within the Central National Area (except where noted in this policy).	Full cut-off light fittings are proposed to all landscape areas, roads, paths and car parks where new luminaires are proposed.
6 Use full cut-off street and pedestrian lighting on all main avenues that contributes to their development as high quality landscape boulevards.	Use full cut-off street and pedestrian lighting on all main avenues that contributes to their development as high quality landscape boulevards.
7 Align lighting hardware to strengthen the framing of the National Triangle, main avenues and formally landscaped open spaces.	Align lighting hardware to strengthen the framing of the National Triangle, main avenues and formally landscaped open spaces.
1b) Create a clear hierarchy of built environment illumination in central Canberra.	

Condition	Response
<ol style="list-style-type: none"> 1 Illuminate the exterior of key built elements to reflect their relationship to Griffin's National Triangle and their symbolic function, according to the following comparative luminance values in candela per square metre (cd/m²): Level Four- all other buildings adjacent to Constitution Avenue = (5cd/m²) 2 Create a dramatic backdrop by restricting the use of external lighting for other buildings within City Hill Precinct, Parkes, Reid, Campbell and Russell to entrances, window displays and signage. Consideration will be given to additional building lighting where it contributes to identity, legibility, silhouette, architectural expression, façade articulation and Canberra's unique skyline at night. 3 Use full cut-off light fittings for new building façade lighting installations, that are carefully integrated into the building's structure. 4 Minimise any sources of light spill or glare throughout Commonwealth Park, Kings Park, Rond Terrace, Black Mountain Peninsula, Yarralumla Bay, Weston Park, Grevillea Park, Yarramundi Reach, Acton Peninsula and Kingston Foreshore. 5 Minimise any sources of light spill or glare beyond the intended area to be lit. 	<p>No buildings or building lighting is proposed as part of this application.</p>
<hr/> <p>1c) Maintain subtle illumination of the city's topography.</p>	
<ol style="list-style-type: none"> 1 Consider identification of Red Hill and Mount Pleasant through the installation of a single light source, such as a navigational lighting beacon. 2 Use full cut-off lighting of pedestrian pathways and landscape areas in proximity to the edge of Lake Burley Griffin around West, Central and East Basin, that effectively manages the unwanted effects of light spill on the lake ecosystem (unless otherwise noted in this policy). 3 Use full cut-off lighting in all areas of the Inner Hills to control the effects of light spill. 	<p>No lighting is proposed within these identified areas.</p>
<hr/> <p>1d) Conserve significant heritage lighting fabric and design elements.</p>	
<ol style="list-style-type: none"> 1 Consider all relevant Heritage Management Plans in developing lighting designs. 2 Retain the essential character and lighting performance characteristics of any existing lighting installation with identified heritage value, in any proposed maintenance or replacement activity. 	<p>No changes are proposed to the existing lighting of heritage assets, including to City Hill.</p>

Condition	Response
3 Preserve the appearance, location and layout of lighting installations with heritage value.	
4 Do not replicate or extend poor performing heritage lighting hardware into new areas or in new installations.	

Part two: Place-making - Strategies

2a) Ensure the scale and character of lighting is appropriate to the location.

- Use lighting standards and categories of a lighting type and quality that is appropriate to the application and location.
- Light public art installations with individual designs according to the intentions of the artist, where it is not contrary to the objectives or strategy of this policy.
- Manage the inter-relationship of lighting intensity and character between all structures, landscape elements and buildings.
- Ensure that the colour and finish of light poles and fittings in landscape areas integrates with and visually complements their surroundings. Lighting installations in proximity to the edge of Lake Burley Griffin must mitigate the visual impact of poles or fittings on the landscape during the day.
- Add visual interest to public spaces through engaging, interactive lighting designs where appropriate.
- Locate light sources and poles to highlight the repetition and rhythm of their form, spacing and pattern, giving consideration to the definition of space and their role as sculptural elements in the urban landscape.

Proposed lighting is to accord with relevant lighting standards based on lighting types and their respective applications.

Light poles and fittings are to visually integrate with surroundings and are consistent with the existing lighting character within Central Canberra.

The spacing and location of light fixtures has been determined to preserve and complement the formal geometry of the City Centre and contribute a positive urban design outcome that integrates with the landscape character.

2b) Ensure the form, material and finish of lighting hardware is appropriate to the location and co-ordinated with other street and park furniture so as to form an integrated, cohesive palette of materials and fittings.

- Use high quality light fittings and hardware with a high standard of detail and finish.
- Locate lighting hardware outside key desire or movement lines, to optimise accessibility and safety.
- Locate lighting hardware around trees, signs, and street furniture to achieve a spacing, pattern and alignment that complements these and other urban elements.

Proposed light fittings and hardware are of a high standard and consistent with the lighting typology within Central Canberra.

Where possible, integration of lighting with existing and proposed structures has been achieved in the design of proposed works.

Condition	Response
<ul style="list-style-type: none"> • Consider opportunities for integration of lighting into street furniture, built form or road/bridge structures. • Co-ordinate the colour and finish of light poles and fittings and with other lighting hardware and street furniture. • Develop lighting plans in advance of any wide-scale installation or replacement of poles or fittings within the Parliament House Vista and Lake Burley Griffin and adjacent parklands. Address the context and the character of the landscape setting and its elements including street furniture in the lighting plans. 	
<p>2c) Ensure the colour and form of the physical environment is accurately rendered.</p> <ul style="list-style-type: none"> • Use lamps that offer a colour temperature close to the appearance of daylight (approximately 4500-6500 degrees Kelvin). • Select lamps that offer good colour rendering ability, of 80 or greater on the Colour Rendering Index. • Select lamps and fittings that provide the most accurate colour rendition of landscape possible throughout the parklands surrounding Lake Burley Griffin, along the main avenues, and in the Parliamentary Zone. 	<p>Proposed lighting temperatures are notated on the lighting plans included in this submission and are appropriate to the colour rendition of the landscape along Main Avenues.</p>
<p>Part three: Safety - Strategies</p>	
<p>3a) Maintain a well-connected movement network of public paths, roads and spaces.</p> <ul style="list-style-type: none"> • Install and maintain lighting throughout the network of pedestrian and cycling paths and formally-recognised public spaces in the Central National Area. • Install and maintain lighting on all public roads and car parks in accordance with the volumes and patterns of activity and their role within Canberra's transport network. • Select light poles and locations that minimise the risk of injury for people travelling on paths or roads. 	<p>The location of proposed lighting is appropriate to the location and has been determined with reference to achieving functional performance and maintaining vehicle, pedestrian and cyclist safety.</p>
<p>3b) Ensure Australian Standards for illumination are met as a minimum.</p> <ul style="list-style-type: none"> • Demonstrate compliance of lighting design proposals with the Australian Standard AS/NZS 1158 - Lighting for Roads and Public Spaces and the suitability of the proposed lighting category for the intended application. 	<p>Proposed lighting conforms with applicable Australian Standards as notated on plans included in this submission.</p>

Condition	Response
<ul style="list-style-type: none"> • Demonstrate compliance of lighting design with other relevant Australian Standards relating to the installation and operation of outdoor lighting. Where an inconsistency arises between this policy and any Australian Standard, this policy prevails. 	
<p>3c) Effectively manage glare.</p> <ul style="list-style-type: none"> • Select lamps of the lowest required intensity. • Select light fittings and optical systems that shield light from being directed sideways or upwards. • Locate light sources beyond the typical field of view for people in any given area, through the location and scale of light poles and fittings. • Minimise any sources of light spill or glare beyond the intended area to be lit. 	<p>Proposed lighting has been selected and designed to manage impacts of glare.</p>
<p>3d) Create integrated lighting designs that enable the human eye to adapt to changes in light levels.</p> <ul style="list-style-type: none"> • Achieve a high degree of uniformity in illumination levels along pathways and roads. • Install transitional lighting treatments between areas of contrasting illumination that accommodate the human eye's capacity to adapt to changes in light levels. 	<p>Proposed lighting achieves uniformity in illumination along pathway and roads. Refer to lighting plans included in this submission.</p>
<p>Part four: Environment and sustainability - Strategies</p>	
<p>4a) Manage light pollution through the selection and placement of lighting hardware.</p> <ul style="list-style-type: none"> • Use full cut-off light fittings, lens diffusers, or light sources that provide indirect or reflected light (unless otherwise noted in this policy). • Select optical systems and shielding designs for artificial light sources that effectively manage glare and light distribution behind and above the light source. • Install and operate lighting only where it responds to a demonstrated need or requirement. Consider the removal of lighting where it does not fit this criteria. • Co-ordinate the removal or replacement of existing light fittings in proximity to any proposed lighting works to reduce variances in lighting hardware and effect. • Minimise the distribution of artificial light beyond the intended area to be lit. 	<p>The selection of luminaires has been determined based on managing the impacts of light pollution and the location of lighting is appropriate to the required functional lighting performance within the project areas.</p>

Condition	Response
<p>4b) Minimise energy use.</p> <ul style="list-style-type: none"> • Select lighting hardware components that offer a long service life, feature an enduring aesthetic appeal, be of a high quality construction and offer reliable, low maintenance performance. • Consider energy use and value for money in any lighting upgrade or new installation. • Install efficient lighting control systems that can adjust illumination to suit activity levels, saving energy whilst maintaining safety when required. • Use co-ordinated lighting management systems to reduce energy and maintenance and improve uniformity and safety. 	<p>The selection of lighting has been determined to achieve energy conservation outcomes.</p>
<p>4c) Ensure the installation and maintenance of lighting infrastructure does not have a detrimental effect on landscape.</p> <ul style="list-style-type: none"> • Design light poles and outreach arms around the long-term form of trees to maintain light performance and minimise tree maintenance. • Locate light poles and power cables around established tree and root locations. 	<p>The design and location of lighting has been determined with reference to existing and proposed tree plantings and root zones.</p>
<p>4d) Minimise the impact of lighting operation on wildlife health.</p> <ul style="list-style-type: none"> • Use full cut-off light fittings within landscape areas to reduce impact on wildlife. • Reduce the intensity or turn off lighting at times it is not needed in landscape areas, to reduce impact on wildlife. • Reduce the intensity and duration of external building lighting operation during migration periods of the Bogong moth in October and between February and April. Shut off lights that are not needed during the second half of the night at times of peak moth migration. • Ensure that the design and operation of lighting does not cause wildlife or avifauna disorientation, injury or death. 	<p>The project is located within an existing illuminated environment within the City Centre. The intensity of lighting has been considered with respect to wildlife impacts.</p>

7

Other Matters

7.1 City Renewal Authority

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

7.2 ACT Government Entities

In principle support has been provided for the proposal from ICON Water, TCCS, and Roads ACT.

7.3 ACT Heritage Council

A search of the ACT Heritage Register reveals that the proposal works are not located within an area that contains ACT Heritage assets.

No heritage provisions were determined under the EPBC Act Referral and Approval (2019 / 8582) (refer to Section 9.2 of the Environmental Assessment for details).

8

Conclusion

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

This report has demonstrated that works proposed for the Raising of London Circuit are consistent with the applicable policies, objectives, guidelines and development controls of the National Capital Plan.

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

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

- The Project is consistent with the National Capital Plan Statement of Planning Principles
- The Project is consistent with the National Capital Plan General Policy Plans, and in particular maintains and enhances the character of the Central National Area as intended under the original 1918 Griffin Plan
- The Project has been assessed against the National Capital Plan Precinct Codes and the works are considered to be consistent with the requirements of the applicable Precinct Codes, and in particular supports the achievement of a key policy for the West Basin Precinct through the realisation of the removal of the Parkes Way clover leaf ramps and signalisation of the London Circuit and Commonwealth Avenue intersection
- The Project has been assessed against the National Capital Plan General Codes and Policies and the works are considered to be consistent with applicable requirements
- The Project is consistent with the requirements of the EPBC Act 1999 given the project has received EPBC Approval (EPBC 2019/8582), as detailed in the Environmental Assessment that accompanies this submission.

The proposed works address all relevant statutory planning controls and considerations, and therefore it is concluded that the proposed works are consistent with the provisions of the PALM Act and National Capital Plan.

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

