

AMENDMENTS TO APPROVED DEVELOPMENT CONTROL PLAN

SECTION 6 CITY

DCP No. 171/02/001

Provision 'Lease Purpose' of the DCP is amended to read as follows:

LEASE PURPOSE To use the land primarily for one or more of the following purposes:
RESIDENTIAL USE, HOTEL, MOTEL

In addition to the land use permitted by Schedule 1 – Residential Land Use in the Territory Plan, other uses permitted are:

Car park, Club, Cultural facility, Financial establishment, Indoor entertainment facility, Indoor recreation facility, Place of assembly, and/or Restaurant and, only as ancillary to the other permitted uses, shop and/or office.

The use of land for a Club or Indoor entertainment facility may be subject to mandatory preliminary assessment in accordance with Appendix II of the Territory Plan.

The Territory Plan section paragraph 3 of the DCP is amended to read as follows:

Territory Plan

Subject to the provisions of the Residential Land Use Policies of the Territory Plan, Residential Land may also be used for one or more purposes listed in *Schedule 1 – Residential Land Use* in the Territory Plan (page 4 of Part B1).

In addition to the purposes listed in *Schedule 1 – Residential Land Use* other uses permitted are Car park, Club, Cultural facility, Financial establishment, Indoor entertainment facility, Indoor recreation facility, Place of assembly, and/or Restaurant and, only as ancillary to the other permitted uses, shop and/or office. Definitions of these terms are included in the Territory Plan.

The use of land for a Club or Indoor entertainment facility may be subject to mandatory preliminary assessment in accordance with Appendix II of the Territory Plan.



DEVELOPMENT CONTROL PLAN SECTION 6 CITY

The site is located within that part of Civic to which the Special Requirements of the National Capital Plan apply. The Special Requirements are set out at Part 4.5.4 of the National Capital Plan and require development to conform with a Development Control Plan agreed by the Authority.

This document, which is based on the Lease and Development Conditions established for the site, represent the Development Control Plan. In the absence of a provision in this DCP to the contrary, all development shall accord with the relevant provisions of the Territory Plan and National Capital Plan.

The definitions of the terms used in this document are included in the provisions of the Territory Plan, unless otherwise indicated.

LEASE CONDITIONS

LEASE PURPOSE To use the land primarily for one or more of the following purposes:
RESIDENTIAL USE, HOTEL, MOTEL

In addition to the land uses permitted by Schedule 1 – Residential Land Use to the Territory Plan, other ancillary uses permitted are:

Car park, Club, Cultural facility, Financial establishment, Hotel, Motel, Office, Indoor entertainment facility, Indoor recreation facility, Place of assembly, Restaurant and/or Shop.

LEASE TERM 99 years (commencing on the date of the auction)

BLOCK AREA 6920 square metres (Subject to survey)

BUILDING COVENANT Commence within twenty four (24) months and complete within five years, in accordance with a staging plan agreed with the Territory, an approved development including buildings, car parking, lighting, paving and landscape works costing not less than \$40 million.

GROSS FLOOR AREA Maximum of 40,000 Square metres

ASSOCIATED WORKS The lessee shall carry out associated works in accordance with the "Prescribed Conditions" to the satisfaction of the Territory.

National Capital Authority

APPROVED

NATIONAL CAPITAL AUTHORITY:
DCP No: 171/02/001


Chief Executive Date 29/4/02

Section 6 City DEVELOPMENT CONDITIONS

PREAMBLE

Civic Centre Canberra ('Civic') is the city's metropolitan centre, including its prime commercial and retail centre. It is the location for the ACT Government Assembly and public administration, major private sector business, regional and metropolitan head offices, recreation, entertainment facilities and activities, tourist accommodation and important cultural community facilities.

Block 2 Section 6 City is located on the western side of Civic with frontages to four roads, including London Circuit and Edinburgh Avenue. Development opposite the site comprises *Rydges Lakeside Hotel* and a high rise residential development, *Capital Tower*. The site is also opposite the emerging residential and heritage precinct to be known as *Acton Park* which will build on the existing heritage aspects of Acton House, Ian Potter House, the Academy of Science and the setting of Acton Ridge. Other nearby precincts include the legal precinct and the Australian National University.

The significance of the site is derived from its location and size (6920m²) and development capacity for mixed land uses.

The National Capital Plan

Civic, as part of Canberra's metropolitan centre, has a special role in the context of the National Capital Plan. There is an important functional and symbolic relationship between Civic and the Parliamentary Zone.

National Capital interests in Civic relate to its role and location within the Central Basin and its relationship with the Central National Area, and are concerned with overall consideration of height, colour, materials, and architectural and environmental quality.

Areas within London Circuit are of specific interest because of their position at an apex of the National Triangle. The Avenues which form axes terminating on City Hill,

were part of Walter Burley Griffin's (1912) winning design for the Australian National Capital. The Avenues visually connect the city to its natural setting. Their treatment and site development must be of a high standard.

Special requirements of the National Capital Plan apply to this site. Buildings up to a height equivalent to RL 617 may be permitted in Civic within the City District on sites with a frontage of greater than 30 metres and when it is one element in an approved comprehensive design for a whole section. Buildings in Civic must be of permanent construction and generally white to light buff/grey in colour.

Territory Plan

The land use policy for the site is Residential with an overlay – Area B5. The overlay provides for additional controls as outlined in the Territory Plan on page 15 of Part B1. The objectives of Area B5 specific policies are:

- To promote a range of intensive residential and accommodation uses so that Civic Centre can benefit from increased use of services at evening and weekends so that residents can be close to central facilities
- To make provision for leisure, recreation, commercial activities associated with the residential or accommodation development.

Residential Use, Hotel and Motel are the primary land uses permitted on land within Area B5. Shops and offices may only be permitted as ancillary to other land uses.

Subject to the provisions of the Residential Land Use Policies of the Territory Plan, Residential land may also be used for one or more purposes listed in *Schedule 1 – Residential Land Use* in the Territory Plan (page 4 of Part B1). Additional ancillary land uses permitted in Area B5 are Car park, Club, Cultural facility, Financial establishment, Hotel, Motel, Office, Indoor entertainment facility, Indoor recreation facility, Place of assembly, restaurant and/or Shop. Definitions for these terms are included in the Territory Plan.

In the context of the permissible uses, the Territory is seeking a high quality mixed use development where the ground and first floor levels of buildings include an appropriate mix of commercial and other uses permitted by the Territory Plan, with the floors above the first floor to be predominantly residential.



PLANNING AND DESIGN PRINCIPLES

The design of buildings and spaces for Civic should result in an attractive and distinctive centre consistent with Civic's role as the major metropolitan centre, and its location at one point of the National Triangle, the central design geometry for the National Capital.

The proposed development must be a high quality urban design solution. The design should be one which relates to the built Civic environment, establishes a strong and confident addition to the city as a centre of activity; and contributes to a centre with inviting and interesting places for its people.

The design of buildings on the site is to satisfy the objectives of *Our City*, the ACT Government's policy for the revitalisation of Civic. Objectives of particular note include the need to:

- Ensure that the shopping street or outdoor shopping strip remains the predominant character of Civic for both business and retail premises.
- Ensure that main pedestrian routes have active frontages.
- Focus on mixed use development opportunities throughout Civic with the emphasis on a fine grain development.
- Improve the accessibility and legibility of Civic for all residents and visitors.

Key initiatives proposed in *Our City* which influence the site include:

- 'The Grand Boulevard': Establishing London Circuit as the 'main street' of the city, providing a continuous and distinctive street character; and
- 'Acton Way': Establishing Edinburgh Avenue as a major entry to the City and link to the Museum, distinctive and generous in scale.

Architecture

The following principles are to be used as design guidelines for the development.

- The architectural form, the proportion and treatment of facades and the range and quality of finishes of the development shall contribute to the adjacent development of London Circuit, and respect the heritage environment of the Marcus Clarke/Edinburgh Avenue streetscapes and of Ian Potter House and the Hotel Acton.
- A range of building heights will be permitted on the site. Taller buildings, in the zone defined in *DCP 171/02/001 Figure 1: Height Control Plan*, will be considered



DEVELOPMENT CONTROL PLAN - SECTION 6 CITY

as part of a comprehensive development scheme for the whole section. A maximum height limit of 7 storeys will apply to the balance of the site to optimise solar access to residences and mid-block court(s); and to London Circuit - a key public pedestrian area of the city.

- A tall building envelope is defined in *Fig 1: Height Control Plan*, for development fronting Edinburgh Avenue. Within this zone, to reinforce the corner of Edinburgh Avenue and London Circuit, development will be permitted to a maximum height of RL 617. The tall building mass and its skyline should be designed to reduce visual bulk and provide visual relief to the major elevation facing Edinburgh Avenue. Articulation of base, middle and tops of buildings should be provided.
- The built form of the building(s) to front London Circuit is to reflect the importance of London Circuit as a major civic street and its importance in the hierarchy of streets bounding the site. The buildings should be a minimum of 5 (habitable) storeys, present proudly to the street and have a level of detail befitting an important urban edge. Street level commercial premises should generally have a minimum floor plan depth of 6 -8 metres.
- All buildings on London Circuit and Edinburgh Avenue are to abut the block boundaries, except for minor setbacks to allow for articulation of entries. Minor building setbacks (up to 3 metres) may be provided to Marcus Clarke and Gordon Streets for residential land uses, to create attractive entrances to the streets and to preserve existing trees of high value. Additional setbacks on all boundaries may be considered at higher levels to accommodate balconies and provide modulation in the facades.
- Balconies are to be contained within the block boundaries. This may require balconies to be recessed along the London Circuit and Edinburgh Avenue street frontages.
- Main public entries of the scheme shall address the perimeter streets of the site. Vehicular set-downs are to be provided from the kerb.
- The ground floors of all buildings are to be designed for either commercial or retail uses or uses that will encourage an active edge to the development.
- The ground floor should provide a minimum floor to ceiling height of 3.6 – 4 metres and a robust floor plan with a minimum floor plan depth of generally 6 - 8 metres. The commercial levels above ground floor should provide a minimum floor to ceiling height of 3.3 metres. A minimum floor to ceiling height of 2.7 metres will apply for other (mainly residential) uses above this level.
- Residential use is to include a range of housing types and sizes, including adaptable housing for older persons and people with disabilities.
- Residential development shall include private open space in accordance with the provisions of the Territory Plan. Balconies, terraces and verandahs to be used to provide private open space should be oriented to achieve maximum solar access.



DEVELOPMENT CONTROL PLAN - SECTION 6 CITY

- The ground floor of all buildings should be designed so that the floor levels integrate with the verge levels.
- Site development and design of buildings will address concern for community safety and crime prevention by the elimination of entrapment areas.
- Regular spaced entries are to be provided to all street verges around the whole of the site. The building design is to avoid “dead edges” at ground floor level, that is, blank walls and car parking edges.
- Residential uses on upper floors are to be provided with distinct and separate lobbies at ground floor level.
- Building entry points should establish dominant architectural components of the buildings.
- All verges are to be designed and managed principally for pedestrian access and as pedestrian friendly spaces.
- The maximum cross fall for verges specifically designed for pedestrian and public use is to be 2.5%.
- A “signage design concept” is to be developed for all elements of the development.
- The building designs are to ensure acoustic privacy and all mechanical plant is to be located within, and integral with, the buildings.
- Air conditioning plant, condenser units, machinery, plumbing, ducts and vents must be treated as an integral part of the design for the project.
- Highly reflective external material and colours are to be avoided. Detailed elements of the facade (eg. sun screen devices and supports) may be acceptable in stronger accent colours. Glazing solutions with a low overall reflectivity must be used. In addition, the minimum light transmission must not be less than 20%. Building facades with large areas of unrelieved glazing are not permitted.

Internal Court(s)

- An internal courtyard(s) or through site connector should be provided to accommodate both vehicular and pedestrian access and movement, and provide amenity for residents. Development of the connector as a residential mews, permitting vehicular access into the site and into basement and/or podium level carparks and pedestrian access through the site, may also be considered.
- Additional internal courtyards may be provided to increase the amenity of occupants.
- The mid-block connector should be treated with a quality of paving, lighting and streetscape detailing to provide an attractive pedestrian place, in addition to vehicle service access.



DEVELOPMENT CONTROL PLAN - SECTION 6 CITY

- Servicing to all tenancies and sub-leases within the development is to be undertaken from within the internal courtyard or connector, or within appropriate facilities located in a basement level and/or podium level carparks.
- The landscape design for the development is to include appropriate lighting and planting which allows safe enjoyment of the area during daylight hours, and in the evenings.
Court spaces within the site are to be designed for compatible traffic and pedestrian movement with high quality design of pavement, furniture, planting that is consistent with the building architecture.
- The design of the internal court is a major challenge and the Territory will consider a secure court(s) to ensure that the space is not ambiguous in its purpose and satisfies the above design principles.

Public Realm

- The public spaces within and adjacent to the site are to be designed to current Territory standards. It should be noted that the Government is currently developing a detailed policy outlining the quality of design for the public realm of the City precinct as part of the *Our City* program. The purpose of the policy is to ensure a consistent high quality public realm.
It is expected that the ACT Government will confirm the details with the successful proponent and formally seek a variation to the Prescribed Conditions for Associated Works prior to any construction on the site.
- Consideration will be given to pedestrian shelters and establishing appropriate pedestrian microclimate for all street frontages.
- The design of the verge within the Edinburgh Avenue road reservation, including landscape, street furniture, paving, and vehicle access and setdown arrangements, will be in accordance with requirements of the National Capital Authority.

Design Sequencing

- The buildings are to be developed to provide a fine grained detail of design, to produce the appearance of a group of buildings of individual identity rather than one homogenous building.
- To enrich the streetscape and to reinforce the individuality of the buildings comprising the group, frequent entries should be provided which have good accessibility and legibility to the street. Blank facades to the street should be avoided.



Car Parking and Access

- All car parking is to be provided at rates in accordance with Territory standards.
- All car parking generated by the proposed development is to be provided on site within basements and/or podiums. Basement car parks are to be predominantly located under the buildings. Podium carparks are to be enclosed by residential or commercial uses to minimise blank frontages to the public domain. A proportion of the parking relating to proposed ground-floor commercial uses, may be accommodated off site with the agreement of the Territory.
- In responding to the requirement for differently designed buildings, basement car parking may be developed under each separate building progressively or comprehensively for the whole site.
- Ninety degree parking in the verge may be considered on Gordon Street. Such parking may be included as part of the required on-site parking
- Vehicular access to/from the block will only be permitted from Gordon Street and Edinburgh Avenue. The *DCP 171/02/001 Figure 1* indicates proposed access points. No vehicular access will be permitted from London Circuit, or Marcus Clarke Street.
- Short stay carparking may be considered along London Circuit and Marcus Clarke Street.
- Any parking on Edinburgh Avenue shall be in accordance with designs agreed to by the National Capital Authority.

A separate Works Approval from the National Capital Authority is required for any works contained within the road reservation of Edinburgh Avenue, including drive crossings, parking bays and verge landscaping.

Telecommunications Equipment

- Facilities to accommodate future telecommunications equipment are to be incorporated into the building design such that the architectural quality of the building is not compromised at a later date.

Service Access and Storage of Waste

- The design of service and storage areas (including substations, necessary plant etc) is to be integrated with the building design. All such areas shall be adequately screened from public view. The internal court, rather than the street frontages, is to be considered for waste management storage and access.
- ACT Waste, Department of Urban Services should be contacted to determine the necessary requirements.





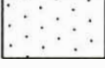

DEVELOPMENT CONTROL PLAN - SECTION 6 CITY

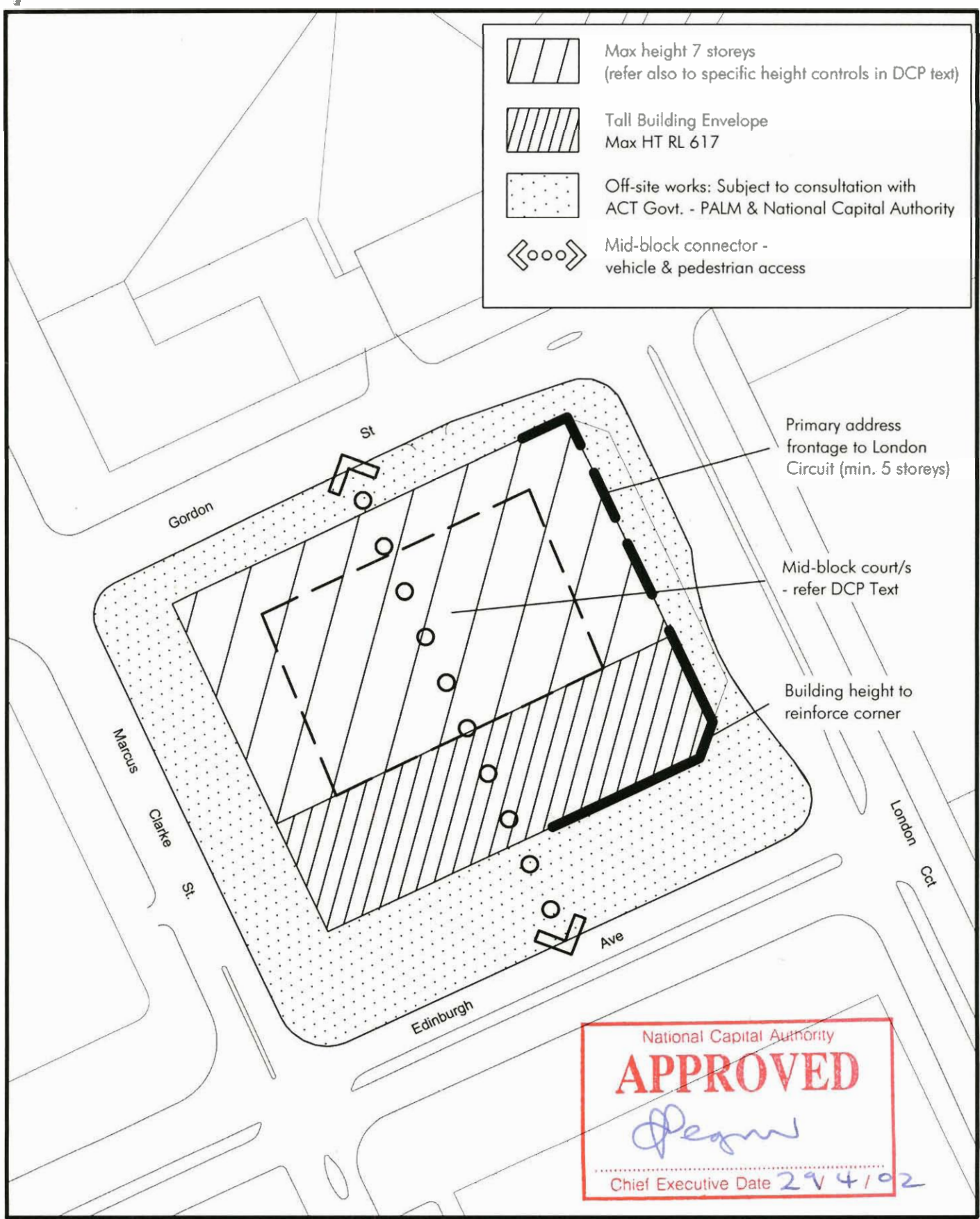
Environmental Considerations

- The development will require a mandatory Preliminary Assessment (PA) under the *Land (Planning and Environment) Act 1991*. The PA is to be based on a Master Plan for the whole section.
- Proposals should identify initiatives in environmental management and sustainable development practices which promote best practice planning and design, and waste management.
- The lessee shall comply with all conditions established under the relevant environment protection legislation.

NATIONAL CAPITAL AUTHORITY:
DCP No: 171/02/001



-  Max height 7 storeys
(refer also to specific height controls in DCP text)
-  Tall Building Envelope
Max HT RL 617
-  Off-site works: Subject to consultation with
ACT Govt. - PALM & National Capital Authority
-  Mid-block connector -
vehicle & pedestrian access




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Do not scale off this drawing. Use figured dimensions only.
 Verify all dimensions prior to commencing work.

DRAWING TITLE:
 Development Control Plan
 Section 6, City
 Fig. 1: Height Control Plan


NORTH

DATE: April 2002	DRAWN: AS	DRAWING NO:
SCALE: NTS	CHECKED: SM	DCP No 171/02/001