

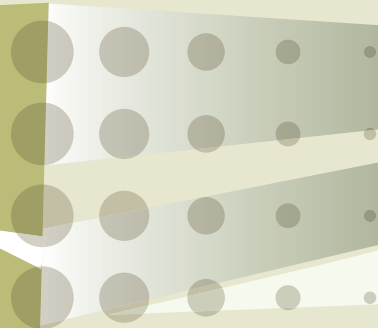


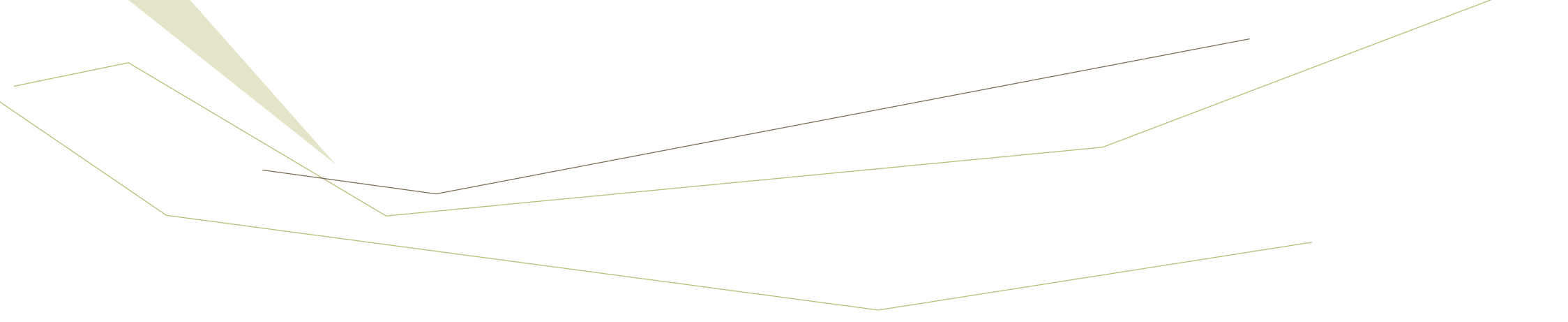
**Australian Government**  
**National Capital Authority**

*The Australian Capital Territory  
(Planning and Land Management) Act 1988*

National Capital Plan

# Amendment 60 – Constitution Avenue





# Part 2 National Capital Plan Amendment 60

National Capital Plan

## Amendment 60 – Constitution Avenue

The National Capital Plan is amended by the following:

### Introduction

Part One Principles, Policies And Standards, Designated Areas,  
Special Requirements

#### 1. Central National Area

a) After the last paragraph under section ‘1.2.3 *Policies for Lake Burley Griffin and Foreshores*’ add the following section:

##### ‘1.5 Constitution Avenue


###### 1.5.1 *Background*

###### **Constitution Avenue**

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.

###### 1.5.2 *Principles for Constitution Avenue*

1. Establish Constitution Avenue as a diverse and active grand boulevard lined with shops, cafes 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.

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7. Develop a built environment which demonstrates design excellence.
  8. Achieve best practice environmentally sustainable development.

### **1.5.3 Policies for Constitution Avenue**

- a) Built form and landscape design should respond to the primacy of the geometry of Constitution Avenue and the Russell apex of the National Triangle with building form emphasising the alignments of Constitution Avenue, Kings Avenue and Parkes Way.
- b) Reinforce the city's three-dimensional structure based on its topography and the landscape containment of the inner hills.
- c) Develop Constitution Avenue (generally east of Anzac Parade) as a prestigious setting for national capital uses, related employment and amenities.
- d) Reduce the barrier created by Parkes Way and its high speed intersections along its length by changing the character of Parkes Way to become a boulevard addressed with prestigious buildings, at grade pedestrian crossings and appropriately scaled road reserves and intersections.
- e) Provide a mix of land uses that contributes to the creation of a 24 hour community with dynamic activity patterns including retail, restaurants, residential and hotels close to public transport, employment areas, cultural attractions and the parklands of Lake Burley Griffin.
- f) Integrate public transport priority in the design of Constitution Avenue including provision for future light rail.
- g) Development should include a high level of access to a diversity of uses and activities, have cohesion and diversity in design character and detail, and be able to respond to changes over time.
- h) Provide a transition in building scale and use to protect the amenity of adjoining residential areas.
- i) Ensure conveniently located parking in a manner that does not dominate the public domain.
- j) Create an open and legible network of paths and streets that extends and connects City Hill and the adjoining suburbs of Reid and Campbell to Constitution Avenue, Kings and Commonwealth Parks and Lake Burley Griffin.
- k) Create a public domain that forms a linked sequence of spaces that are accessible, safe, comfortable, and pedestrian-scaled, that promotes walking and use of public transport and minimises reliance on cars.
- l) Integrate perimeter security, if required, with streetscape elements that enhance the public domain.
- m) Architectural character should develop a contemporary palette of styles and materials, reflecting the varied land uses and providing activity and interest, particularly at street level. Particular attention should be paid to building form and roof profiles in areas of high visibility.
- n) Design proposals should be site responsive, taking maximum advantage of varying characteristics and features of each site, complementing adjoining development – both existing and proposed – and expressing physical and environmental features.
- o) The street network, building form and facilities should be inherently flexible to accommodate changing uses and demands across the site and within buildings over time.
- p) Development should command high standards of urban design, sustainability, architecture and social inclusion reflecting the character of the national capital and providing a model for city development in Australia in the 21st century.

Note: Additional principles specific to Constitution Avenue and Anzac Parade are set out in Appendix T.8

#### **1.5.4 Land Use for Constitution Avenue**

Development and redevelopment shall accord with the Detailed Conditions of Planning Design and Development set out at Appendix T.8 Constitution Avenue and Anzac Parade. The following land use relate to areas identified on The Central National Area Figure 12 (Constitution Avenue and Anzac Parade):

##### **Land Use A**

Permitted land uses are:

- Administrative Use
- Cafe, bar, restaurant
- Cultural facility
- Hotel
- Park
- Public utility
- Social/Community facility
- Aquatic recreation facility
- Car park
- Indoor recreation facility
- Motel
- Personal service establishment
- Residential
- Tourist facility
- Bank and co-operative society
- Club
- Education establishment
- Office
- Place of assembly
- Road

Ancillary land uses permitted are:

- Retail

##### **Open Space**

Permitted land uses are:

- Car park
- Indoor recreation facility
- Pathway corridor
- Road
- Cultural facility
- Kiosk, café, bar, restaurant
- Public utility
- Tourist facility (not including a service station)
- Child care centre
- Park
- Recreation

##### **National Capital Use**

The primary land use permitted is National Capital Use.

Ancillary land uses permitted are:

- Bank
- Child care centre
- Club/indoor recreation facility
- Public utility
- Cafe, bar, restaurant
- Consulting rooms
- Health centre
- Retail
- Car Park
- Co-operative society
- Personal services establishment
- Social/community facility

## Maps – Central National Area

- b) Delete Figure 11 The Central National Area (Constitution Avenue, Anzac Parade) of 'Maps – Central National Area', and
- c) Delete Figure 12 The Central National Area (Russell) of 'Maps – Central National Area', and
- d) Add the following Figure 12 The Central National Area (Constitution Avenue, Anzac Parade).



Refer to Appendix T.8 Constitution Avenue, Anzac Parade, for Detailed Conditions of Planning Design and Development.

## Part Two Administration and Implementation

- e) Amend the Plan to recognise consequential changes of Amendment 60 to page numbers, section titles and contents page.

# Appendices

- f) Delete Appendix T3. Russell Master Plan - DETAILED CONDITIONS OF PLANNING DESIGN AND DEVELOPMENT

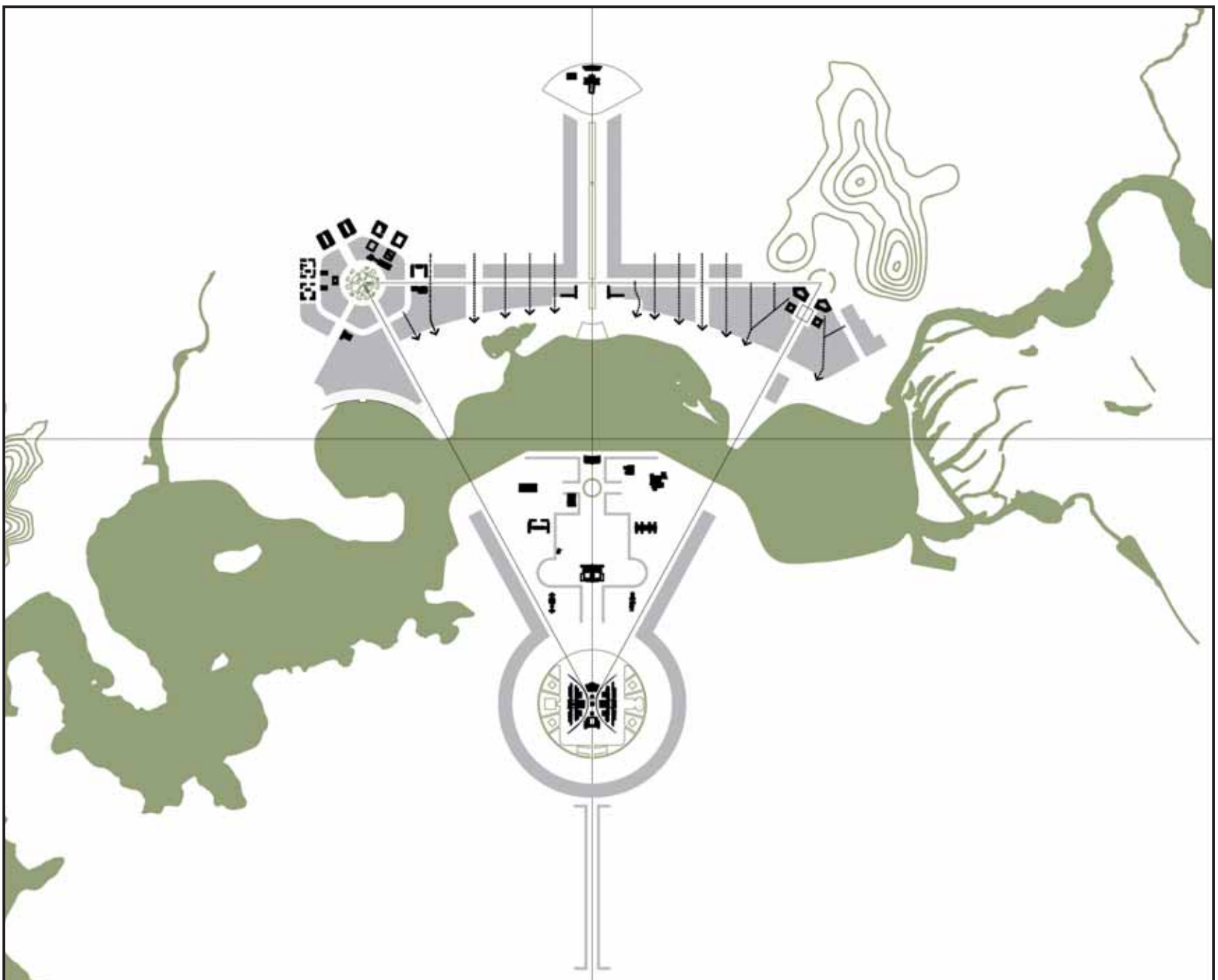
## APPENDIX T - MASTER PLANS - DETAILED CONDITIONS OF PLANNING DESIGN AND DEVELOPMENT

- g) After Appendix T.7 add the following Appendix:

### Appendix T. 8. Constitution Avenue and Anzac Parade

T.8 Constitution Avenue and Anzac Parade - Detailed Conditions of Planning, Design and Development associated Urban Design Guidelines.

### Urban Structure



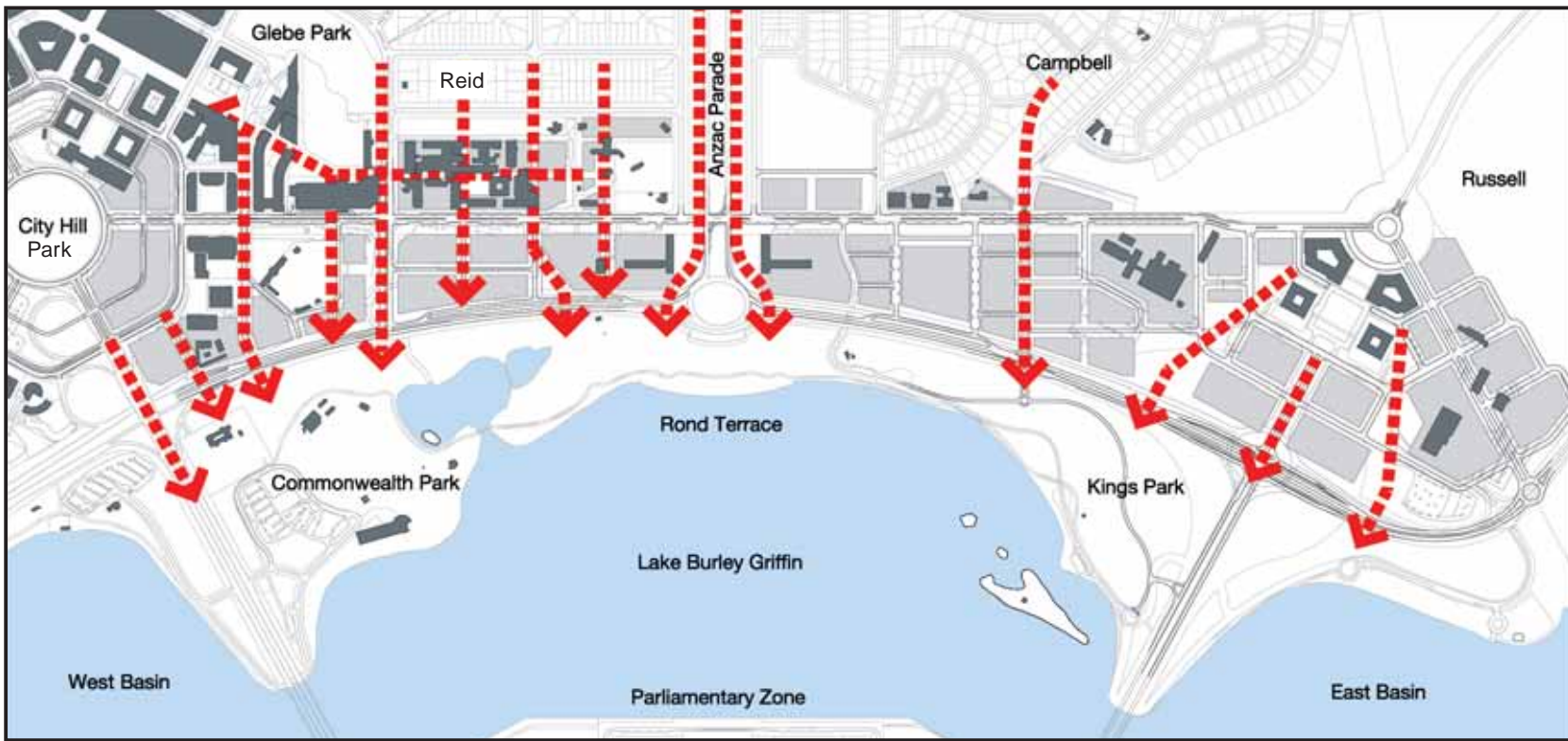
#### Indicative Urban Structure

Reinforce Constitution Avenue as the base of the National Triangle and the Russell apex with appropriate urban form.

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 Civic, Reid and Campbell and link these areas with Lake Burley Griffin and Kings and Commonwealth Parks.



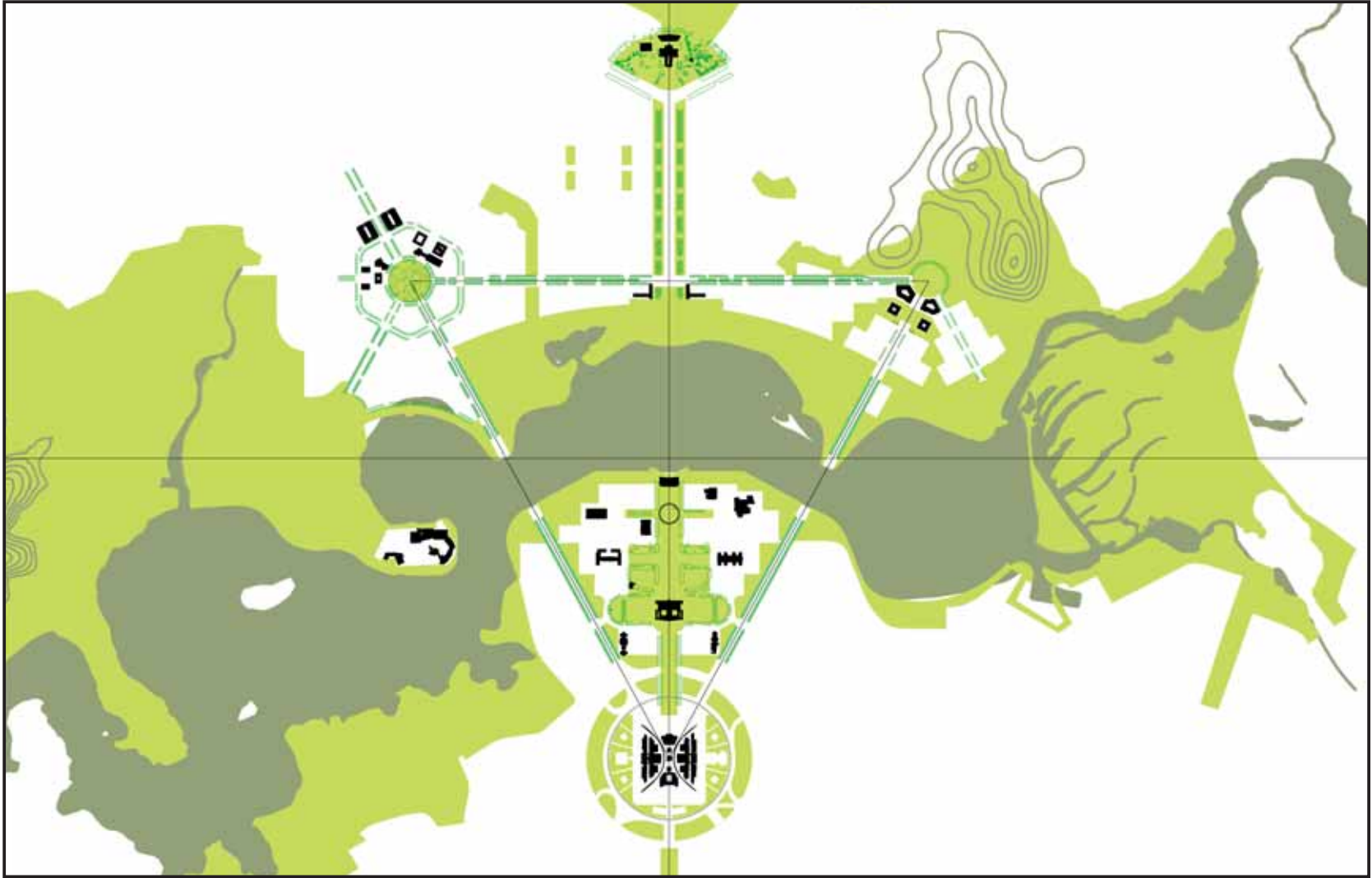
Indicative Urban Structure



Indicative Main Pedestrian Connections



## Landscape Structure



Indicative Landscape Structure

Landscape planting should reinforce the urban structure of Constitution Avenue and its integration with the setting of the Central National Area and the Lake Burley Griffin parklands.

A formal treatment should be applied to the main avenues including Constitution, Kings and Commonwealth Avenues and Parkes Way. Continuous street trees should define the pattern of major and minor streets.

Minimise the visual impact of parking on the public domain by integrating parking layouts with street tree plantings and pavement design.

## Public Transport, Access and Circulation



■ ■ Indicative Public transport route

Allow for an integrated public transport system with Constitution, Kings and Commonwealth Avenues and London Circuit as the principal public transport route.

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.

Ensure safety and comfort for pedestrians, with intersections designed to minimise slip lanes for fast turning traffic.

Provide on-street parking on all streets where practicable.

## Road Hierarchy



Indicative Road Structure

— Main avenues      — Major streets      — Local streets (indicative)      - - Lanes (indicative)

The road hierarchy provides a legible and connective framework for moving throughout the area with:

- 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.
- Major connecting streets including Coranderrk Street, Blamey Crescent and Sellheim Avenue having a role of providing the main connections from Civic and adjoining neighbourhoods.
- Minor streets having a local access role with priority for pedestrians and cyclists.
- Lanes, shareways and arcades having a service, access and pedestrian network role.

## Cycleway



Indicative Cycleways

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.

## Streetscape Design

Provide a complementary hierarchy of streetscape elements that relates to the road hierarchy giving primacy to the main avenues, emphasising continuity along their length through avenues of appropriately scaled street trees, consistent pedestrian pavement materials, street furniture and lighting.

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.

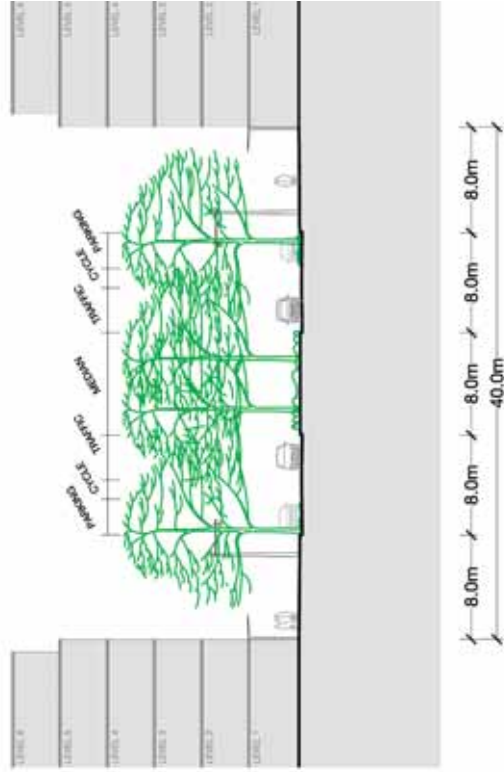
Use a limited palette of high quality pedestrian pavement materials, street furniture and lighting. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues.

Ensure streetscapes are well lit for pedestrians and optimise security and safety for night time use.

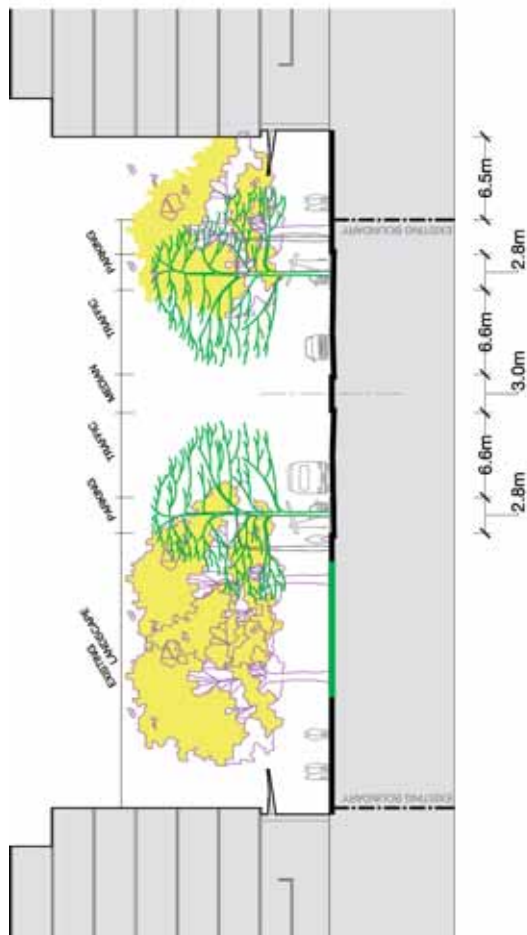
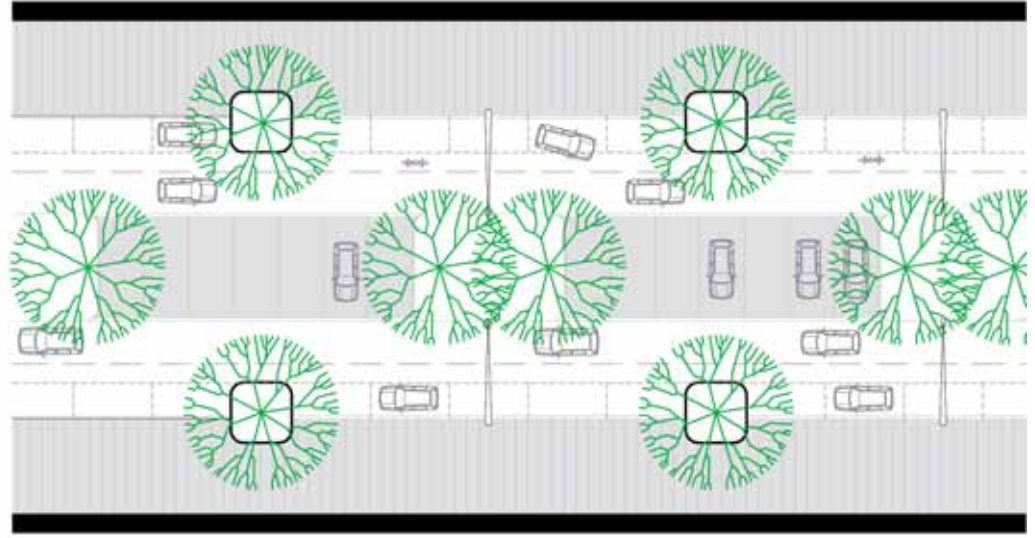
Footpath areas should be wide enough to cater for pedestrians and specific land use requirements and allow for seating areas, outdoor cafes, planting and urban art.

Wider pavements for outdoor cafes and public amenity are to be located on the sunny southern side of the avenue.

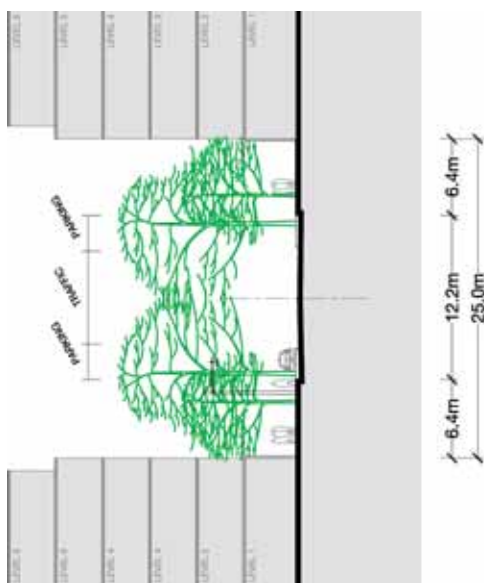
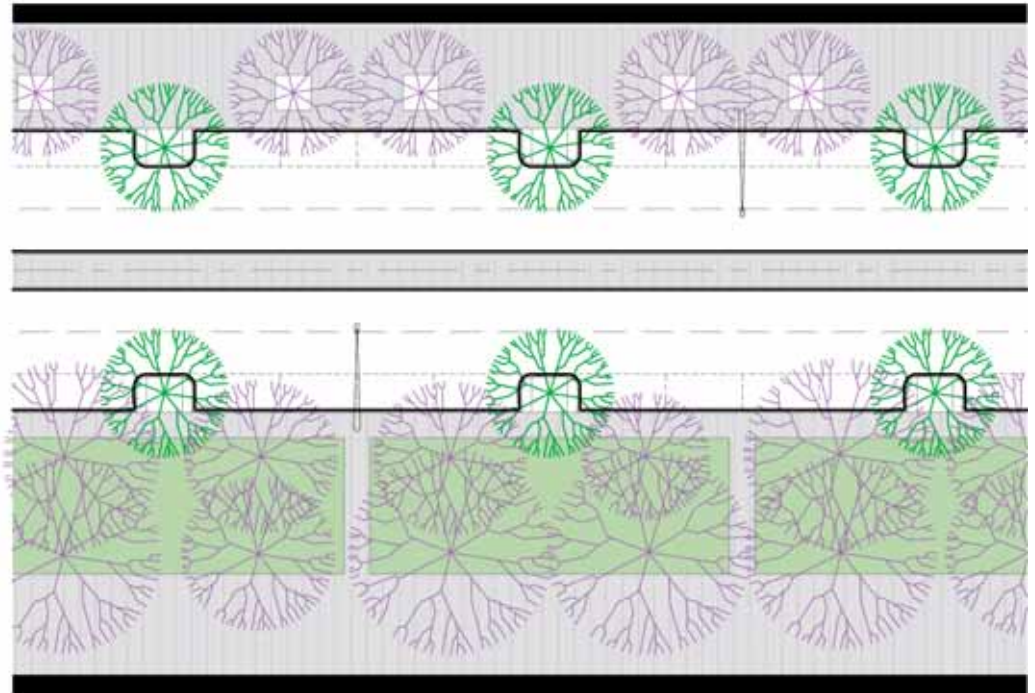
# Indicative Streetscape Design



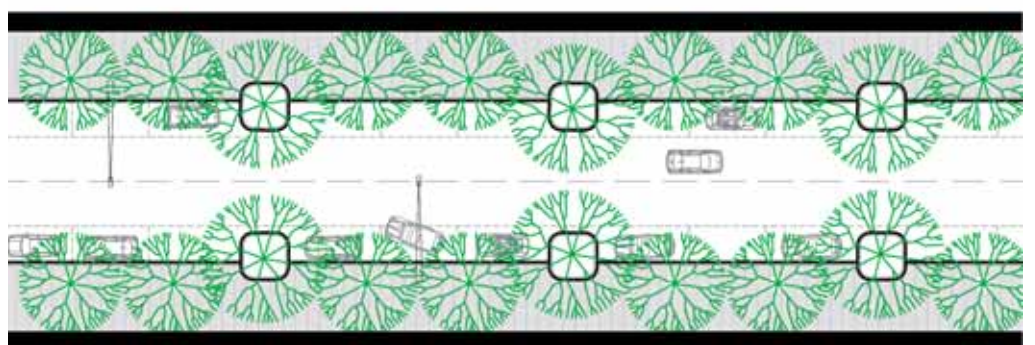
BLAMEY CRESCENT PROPOSED SECTION - 40m



CONSTITUTION AVENUE PROPOSED SECTION

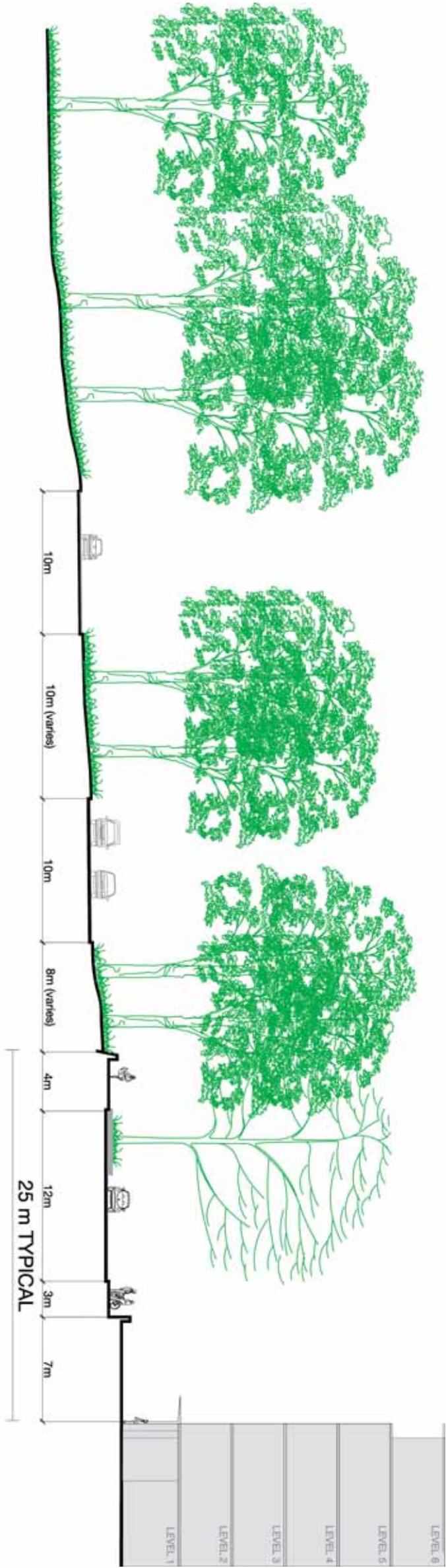


MINOR STREET



# Indicative Streetscape Design

Typical Cross Section Parkes Way (indicative) between Commonwealth and Kings Avenue



## Active Frontage



Indicative Active Frontage

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, streets and public spaces.

Blank facades to public spaces and streets are to be avoided.

Active streets should be a priority along Constitution Avenue and other streets throughout the area, with new development generally incorporating active ground level frontages to enliven public streets and spaces and provide passive surveillance.

Ground level frontages will present an attractive pedestrian-oriented frontage providing active uses for a minimum of 50 percent of the street frontage. Key active frontages are to have a minimum of 80 percent active uses.

Residential uses, except for home offices, should generally be avoided at street level.

Blank walls are discouraged. Pedestrian entries should be clearly visible from the public domain.

## Building Height and Form



Indicative Building Height and Form

■ 25m generally, buildings up to RL 617 permitted

■ 25m high buildings

■ 12m high buildings

Provide climate protection to areas where retailing and service based developments form the predominant ground level use at the street.

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

Buildings heights will generally be medium rise up to 25 metres above adjacent kerb levels to retain the landscape backdrop of the inner hills of Central Canberra.

A landmark building to RL 617 adjacent to Commonwealth Avenue is subject to consultation in accordance with Appendix M.

Minor building elements that extend building heights 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.

Building height should transition down in scale to a maximum of 3 storeys (generally 12 metres above natural ground level) to be sympathetic to scale of adjoining suburbs of Reid and Campbell.

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.

Where buildings are required to be set back to achieve security stand-off distances, continuity of the building line should be reflected in the design of passive security measures (e.g building plinth walls on the street boundary).

Where fronting residential streets in Campbell and Reid, building setbacks should generally complement existing building setbacks.

Building forms, materials and finishes should be responsive to microclimate issues including solar access and wind. Use of sunscreen devices as articulation elements should be employed to achieve climate responsive facades.

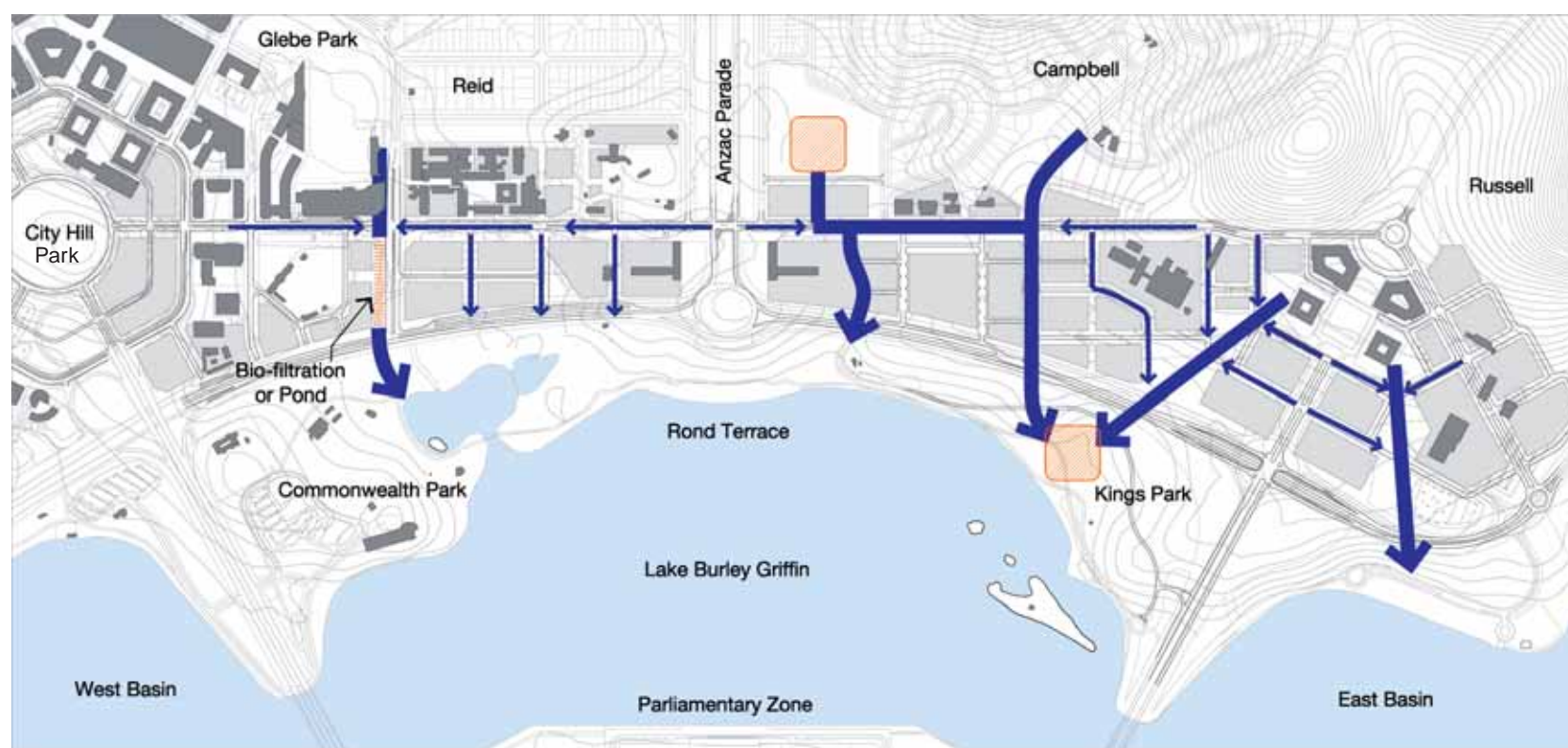


Buildings should generally be modulated to clearly express the grid of the building. Tactility, silhouette and human scale in relation to built form should be achieved with the design of buildings.

New buildings are encouraged to be delivered through design competitions in order to encourage innovation and design excellence.

Building design, layout and construction should take account of the impacts of noise on surrounding uses.

## Water Sensitive Urban Design



■ Stormwater

▨ Bio-filtration or pond

Indicative Stormwater (proposed)

Implement water sensitive urban design strategies, including bio-filtration systems integrated with street and landscape design, to protect lake water quality.

To protect the water quality of Lake Burley Griffin, a catchment management approach should be implemented to detain and filter stormwater in the upper catchment or at the source.

## Car Parking

Provide on-street parking to support retail uses, pedestrian amenity and after hours activity.

Large off-street permanent surface car parks are to be avoided; car parking is to be accommodated in basements or in above-ground structures concealed from public areas generally by habitable building facades.

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 Constitution Avenue.

Car parking for new development will be provided in accordance with ACT Government standards.

Public parking shall be provided for as identified in the ACT Government Parking Strategy.

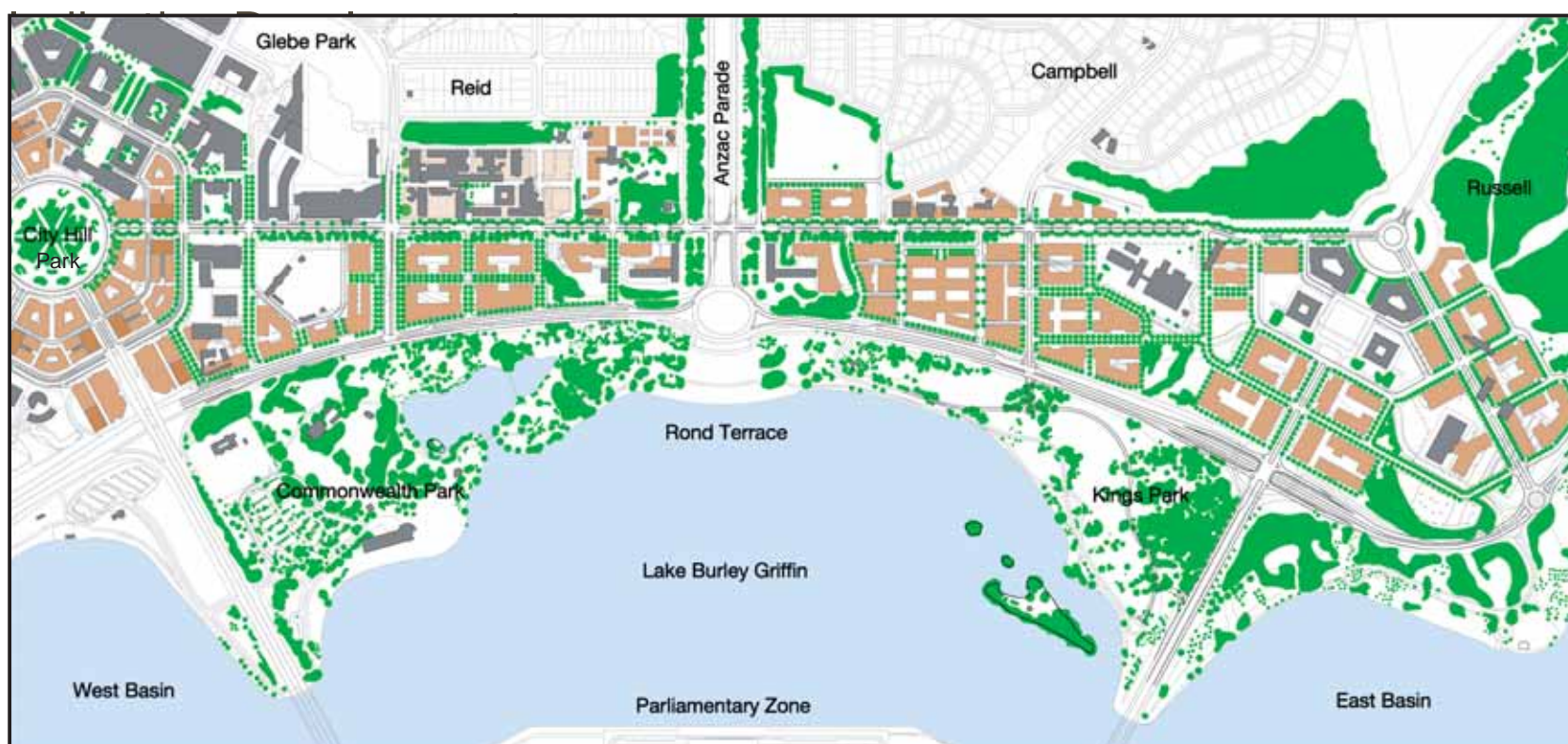
## Integrated urban art and signage

Public art and art spaces in new development should be encouraged.

Public art should be included as an integral component of development proposals and the public domain.

A high level of integration between advertising and signage, which contributes to the character of the place.

Opportunities for animated signs to create focal points when viewed from across public spaces, may be considered where this does not impact adversely on the overall character of the place.





An artist's impression of Constitution Avenue



Australian Government  
National Capital Authority

The National Capital Authority was established under the  
*Australian Capital Territory (Planning and Land Management) Act 1988*

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