



Australian Government
National Capital Authority



ACT
Government

CITY AND GATEWAY DRAFT URBAN DESIGN FRAMEWORK

MARCH 2018



© Australian Capital Territory, Canberra 2018

This work is copyright. Apart from any use as permitted under the *Copyright Act 1968*, no part may be reproduced by any process without written permission from:

Director-General, Environment, Planning and Sustainable Development
Directorate, ACT Government, GPO Box 158, Canberra ACT 2601.

Telephone: 13 22 81

Website: www.planning.act.gov.au

Accessibility

The ACT Government is committed to making its information, services, events and venues as accessible as possible.

If you have difficulty reading a standard printed document and would like to receive this publication in an alternative format, such as large print, please phone Access Canberra on 13 22 81 or email the Environment, Planning and Sustainable Development Directorate at epd_communications@act.gov.au

If English is not your first language and you require a translating and interpreting service, please phone 13 14 50.

If you are deaf, or have a speech or hearing impairment, and need the teletypewriter service, please phone 13 36 77 and ask for Access Canberra on 13 22 81.

For speak and listen users, please phone 1300 555 727 and ask for Access Canberra on 13 22 81.

For more information on these services visit <http://www.relayservice.com.au>

 PRINTED ON RECYCLED PAPER

CONTENTS

FOREWORD.....	1	ACCESS AND MOVEMENT	41
EXECUTIVE SUMMARY	2	STRATEGIC TRANSPORT NETWORK.....	42
PURPOSE OF THE FRAMEWORK.....	2	A PEOPLE-FIRST APPROACH.....	44
URBAN BUILT FORM	2	STRATEGIC WALKING NETWORK.....	45
ACCESS AND MOVEMENT	2	STRATEGIC CYCLING NETWORK	46
BETTER PLACE AND ACTIVE STREETS	3	STRATEGIC ROAD NETWORK	49
SUSTAINABLE COMMUNITIES AND URBAN CULTURE.....	3	BETTER PLACES AND ACTIVE STREETS	55
INTRODUCTION	5	WHAT IS PLACE MAKING?.....	55
PURPOSE OF THE FRAMEWORK.....	5	WHAT MAKES GOOD PLACES AND STREETS?	56
PLANNING CONTEXT	6	NORTHBOURNE PLAZA.....	58
STUDY AREA.....	8	REVITALISE HAIG PARK.....	59
ECONOMIC GROWTH.....	8	SUSTAINABLE COMMUNITIES AND URBAN CULTURE.....	63
SPATIAL FRAMEWORK.....	9		
VISION.....	11		
STRATEGIC GOALS.....	11		
URBAN RENEWAL PRINCIPLES	11		
URBAN BUILT FORM	13		
RESIDENTIAL CAPACITY	13		
PREFERRED URBAN FORM AND RENEWAL APPROACH.....	14		
APPROACH TO THE NATIONAL CAPITAL.....	17		
GATEWAY PRECINCTS.....	18		
URBAN DESIGN GUIDANCE	26		

FOREWORD

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

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

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

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

Mick Gentleman MLA
Minister for Planning and Land Management

Terry Weber
Board Chair, National Capital Authority

March 2018

EXECUTIVE SUMMARY

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

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

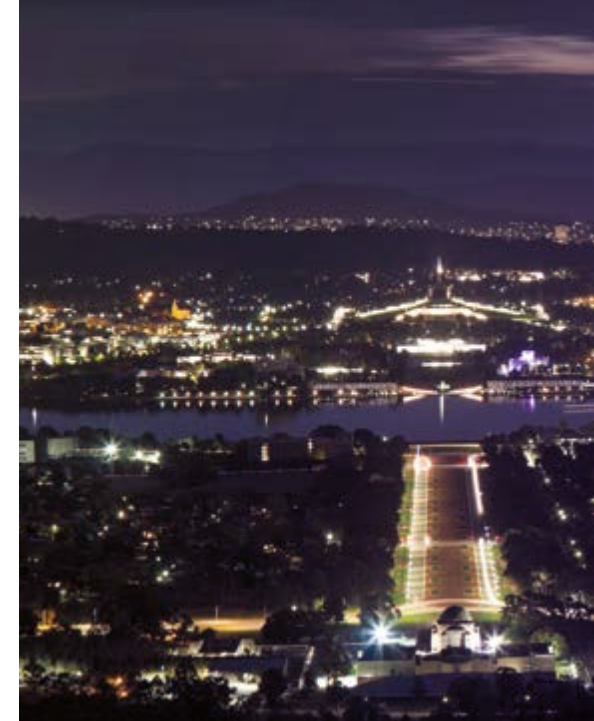


FIGURE 1 A FRAMEWORK FOR A COLLECTIVE VISION AND PRINCIPLES



PURPOSE OF THE FRAMEWORK

The Framework sets expectations and guides future planning controls, development and urban renewal along the gateway corridor into the city centre to achieve a unified landscape character and built form outcome.

The collective vision and principles for this key corridor in Canberra draw upon the legacy of historic planning and contemporary design. To ensure broader urban renewal and community benefits are achieved through development, including new business and lifestyle opportunities, and to inform the development of an infrastructure plan, the planning policy context is set out along four major planning themes:

- urban built form,
- access and movement,
- better places and streets, and
- sustainable communities and urban culture.

URBAN BUILT FORM

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

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

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

Over time, there will be privately leased sites that may be considered for rezoning for mixed use development to enable more diversity in land use.

ACCESS AND MOVEMENT

Developing an integrated transport network responds to growing demand and the need to provide convenient travel choices in addition to the private motor vehicle.

A people-first approach will place more value on getting the best outcome for pedestrians, cyclists and public transport in this important urban renewal corridor.

Light rail, integrated with the bus network, will provide frequent, reliable and high-amenity public transport.



Improved walking and cycling connections for all ages and abilities will also increase options for sustainable movement along the corridor, especially for short trips.

Changes to Canberra's wider road network will reduce through-traffic by encouraging drivers to use alternative routes, including the peripheral parkway system. This will create the opportunity to design Northbourne Avenue and city streets for people and activities rather than just for cars.

BETTER PLACE AND ACTIVE STREETS

Place making principles help guide the design of inclusive, safe and inviting urban streets, public places and open spaces. City-shaping moves for a series of strategically important public places and open space corridors will create destinations and help bring these places to life.

The section of Northbourne Avenue between the heritage-listed Sydney and Melbourne buildings is located next to the Alinga Street light rail stop and can provide a better sense of arrival in the city centre. This involves widened verges to increase the necessary space for pedestrian activity and cycling, outdoor cafes and shade trees.

A series of destination parks in strategic locations such as Haig Park and Sullivans Creek will improve recreational opportunities for residents and better connect cyclists and pedestrians to the city centre with safe and continuous links.

SUSTAINABLE COMMUNITIES AND URBAN CULTURE

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

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

Urban renewal provides the opportunity to make efficient and attractive housing choices available to a broad cross-section of Canberrans regardless of age, household size or tenure. It will also help contribute to a zero emissions city that remains highly liveable in a changing climate.

PROPOSED STEPS TO IMPLEMENTATION

PLANNING CONTROLS

Implementation of the Framework will require changes to the planning provisions along the corridor. The dual planning controls of the National Capital Plan and Territory Plan require changes to both plans to ensure they are consistent in accordance with the *Planning and Development Act*.

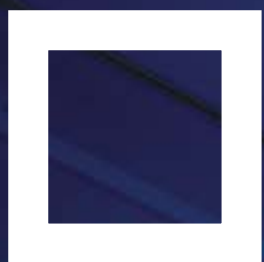
Following consultation on the Framework, it is anticipated that both the NCA and ACT Government through the Environment, Planning and Sustainable Development Directorate (EPSDD) prioritise changes to their respective plans that respond to the community and Framework's objectives. Any changes to the planning provisions are subject to further consultation.

INFRASTRUCTURE

An Infrastructure Plan has been developed to ensure the corridor maximises the benefits of light rail, is fit for purpose and can accommodate increased densification. This includes proposed upgrades to pedestrian and cycle routes to enable alternative transport options, stormwater and a renewed focus on open space and public realm to encourage active living for healthy communities.

IMPLEMENTATION AGENCIES

The Transport and City Services Directorate (TCCS) and the City Renewal Authority (CRA) have leading roles in implementing and maintaining the physical changes to the corridor. This includes management of new development, construction of the light rail scheduled for commencement in late 2018, active travel infrastructure upgrades, improvements to the open space in Haig Park and along Sullivans Creek, stormwater upgrades and land release.



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

NEW YORK TIMES, EMMA PEARSE, 5 JUNE 2014

INTRODUCTION

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

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

Urban renewal along this corridor and in the city centre provide a unique opportunity to revitalise central Canberra, demonstrate design excellence and celebrate Canberra's unique landscape character while placing more value on human scale public places that prioritise pedestrians, cycling and public transport.

PURPOSE OF THE FRAMEWORK

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

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

- URBAN BUILT FORM
- ACCESS AND MOVEMENT
- BETTER PLACES AND ACTIVE STREETS
- SUSTAINABLE COMMUNITIES AND URBAN CULTURE

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

PLANNING CONTEXT

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

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

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

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

The implementation of the Framework will require changes to the NCP, Territory Plan and Development Control Plans (DCP) to guide sustainable design outcomes in development.



NATIONAL CAPITAL PLAN

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

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

THE TERRITORY PLAN

The objective of the Territory Plan is to ensure, in a manner not inconsistent with the National Capital Plan, the planning and development of the ACT provide the people of the ACT with an attractive, safe and efficient environment in which to live, work and have their recreation. Outside the Designated Areas identified in the National Capital Plan, development approval is the responsibility of the ACT Government's planning authority and subject to the Territory Plan.

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



DEVELOPMENT CONTROL PLANS

The NCP sets out Special Requirements for development of areas in the interests of the National Capital that are not 'Designated Areas'. These areas include land fronting the Main Avenues and Approach Routes to the National Capital.

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

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

The subject sites are adjacent to:

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

Special Requirements for Main Avenues and Approach Routes under the section Character Precincts apply to the NCP in the Design Guideline Area. This Framework document shall be read in conjunction with the NCP, any associated DCP and Precinct Code in the Territory Plan.



THE GRIFFIN PLAN FOR CANBERRA

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

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

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

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



ACT GOVERNMENT CATALYST PROJECTS

Change is happening with the first stage of light rail linking Gungahlin, Canberra's fastest-growing residential district, to the city centre with high-frequency light rail services. The light rail will join the Federal Highway at Exhibition Park and run along Northbourne Avenue to the city centre. The introduction of light rail is a strong catalyst for encouraging urban renewal, sustainable development and new investment in the city and gateway corridor.

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

STUDY AREA

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

While the study area boundary defines the scope of analysis for the Strategy, it is important to note that the transport and movement strategy takes into account the broader metropolitan context of Northern Canberra, including the peripheral arterial network of Gungahlin Drive and Majura Parkway.

Key elements of proposed planning strategies are articulated in the Spatial Framework map (**Map 2**).

ECONOMIC GROWTH

Canberra's population growth is anticipated to reach around half a million people by 2031. The population of the city and gateway study area, currently about 54,000, is projected to reach 71,000 by 2030.

Population growth in the city and gateway corridor must be carefully managed in a way that builds, rather than diminishes, the attractiveness and liveability of our city. City shape and built form play an important role in the way people perceive a place, move around and experience the urban environment.

There is great scope to transform existing sites and develop vacant ones to support and drive the resulting residential, employment, retail and tourism growth. Providing a wide variety of housing, services and facilities will create a more diverse urban community and generate economic benefits.

TABLE 1 ESTIMATED POPULATION GROWTH IN THE CITY AND GATEWAY STUDY AREA

STUDY AREA	ESTIMATED POPULATION		
	2016	2031	CHANGE BETWEEN 2016 AND 2030
City, Acton, Reid and southern Braddon	9,050	15,200	6,150
Corridor along Braddon, Turner, O'Connor, Lyneham, Dickson	13,100	16,500	3,400
Corridor along Downer, Watson, Lyneham and Mitchell	7,500	11,600	4,100
Surrounding areas of Inner North adjacent to study area boundary	24,500	28,000	3,500
Total study area and surrounding areas	54,150	71,300	17,150

Source: ABS and EPSDD 2016

MAP 1 STUDY AREA



- Study Area
 - City Renewal Authority area of responsibility
 - NCA area of interest
- | | | |
|------------|--------------|----------------|
| 1. EPIC | 4. O'Connor | 7. Braddon |
| 2. Downer | 5. Ainslie | 8. City Centre |
| 3. Dickson | 6. Haig Park | 9. ANU |

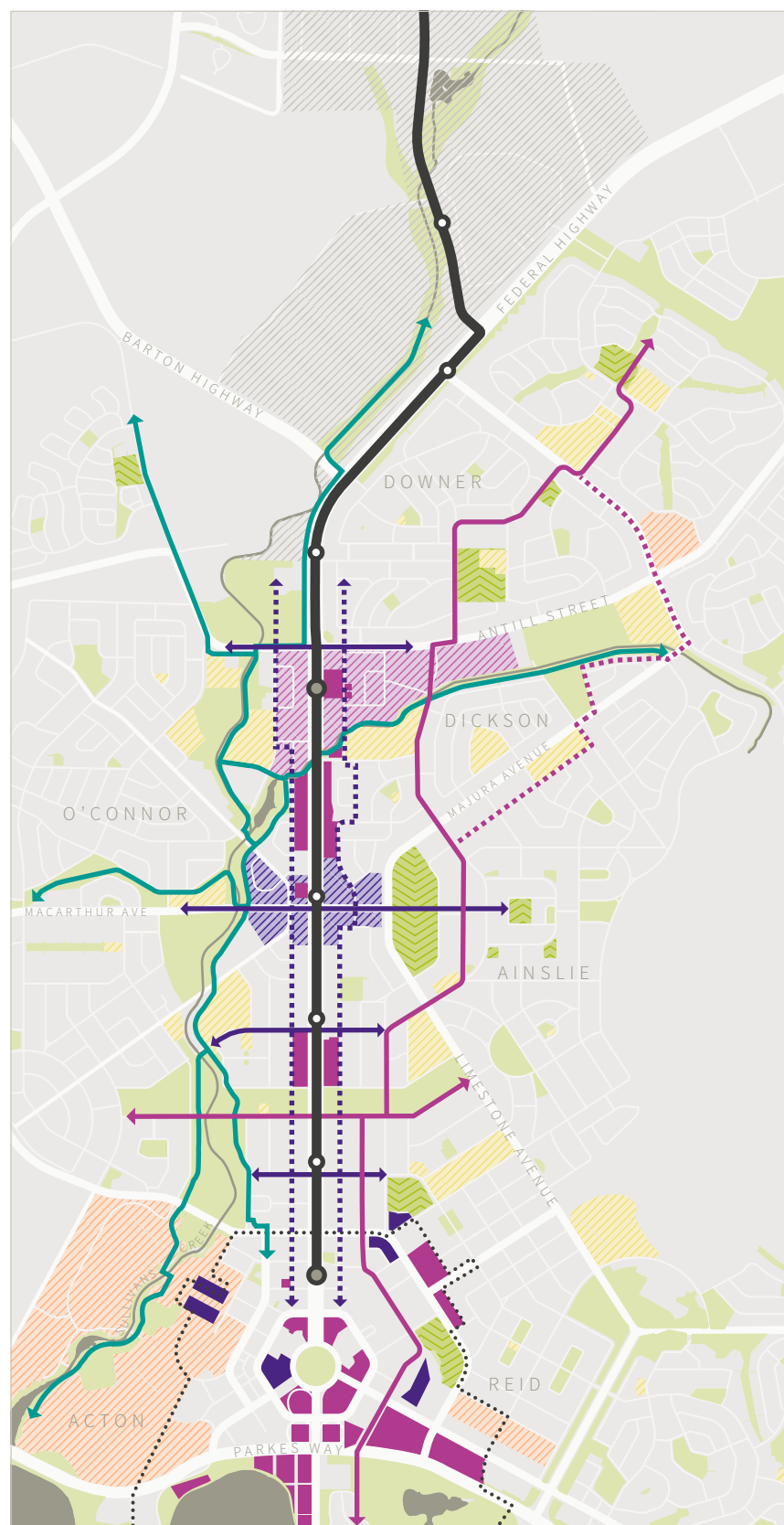
SPATIAL FRAMEWORK

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

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

- Sullivans Creek forms the spine of an integrated mesh of parks and green spaces that connect the urban villages of the limestone plain between Mount Ainslie and Black Mountain.
- Northbourne Avenue and its light rail stations are the focus of urban intensity, creating a distinctive approach to the National Capital and a sequence of progressively urban places that link the surrounding bush and grassland to the urban heart of Canberra.
- The city centre is the strategic central focus of Canberra, and the northern apex of the national triangle. It is a place that complements the wider network of town centres and showcases the increasingly cosmopolitan city life that Canberra is known for.
- Canberra is recognised as a city that promotes walking and cycling for recreation and commuter purposes. Its highly efficient public transport and road network underpins the city's polycentric structure and provides direct and convenient access between the villages, centres and destinations of Canberra.
- Complementing the city's distinctive green spaces and generous tree lined streets, a network of vibrant laneways, urban rooms and people places are the cradle of Canberra's liveliness.

MAP 2 SPATIAL FRAMEWORK

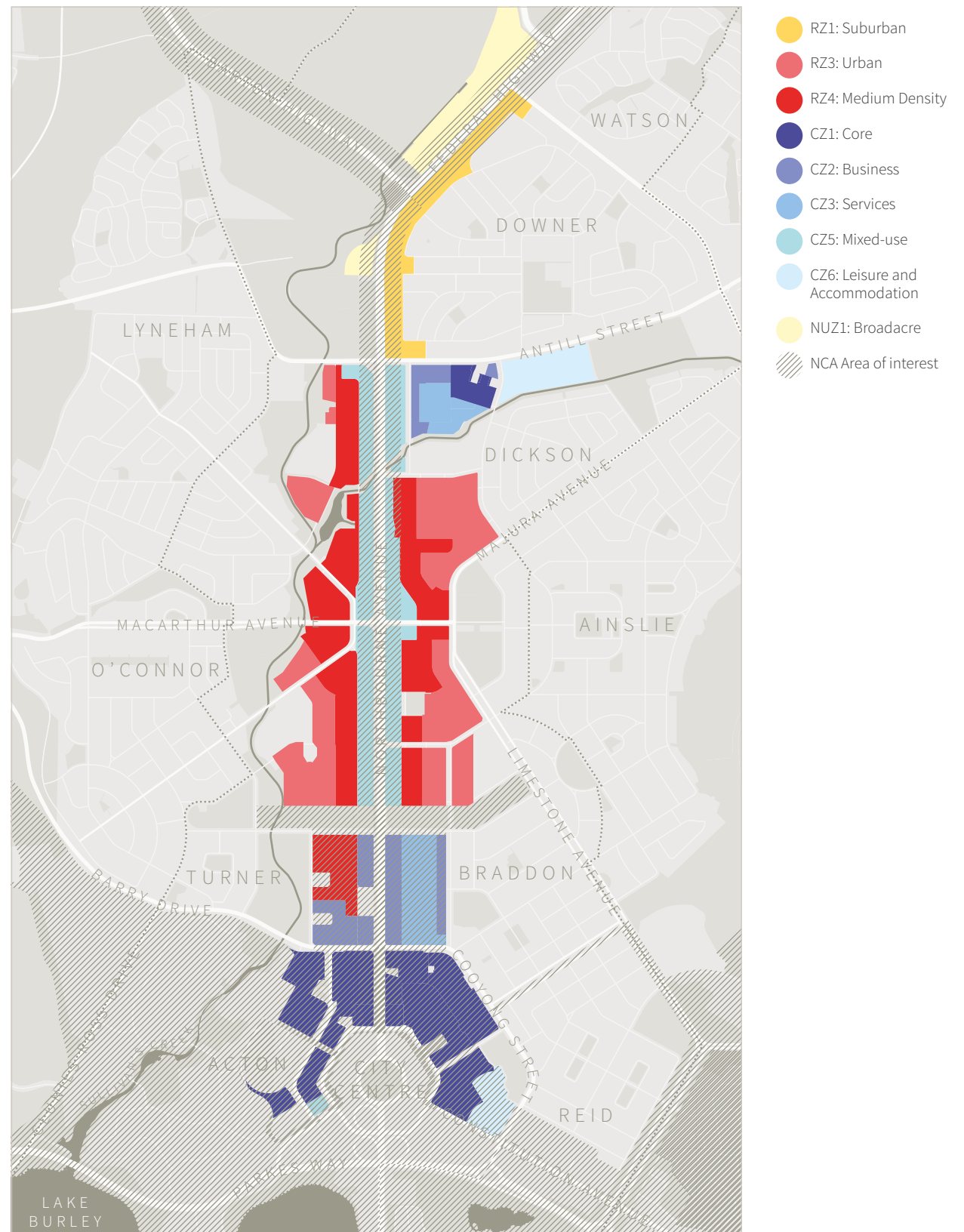


- Light rail alignment
- Sullivans Creek Cycle Path
- Active Travel Streets
- East-West Active Travel Connectors
- Garden City Cycle Route
- Alternative Garden City Cycle Route
- Light rail station
- Transport interchange
- City Centre
- Dickson Urban Village
- Macarthur Urban Village
- Major development sites
- ▨ Future investigation areas
- Government renewal sites
- Green space
- Sports and recreation
- Universities/CIT
- Schools

AREAS OF FUTURE CHANGE

Map 3 identifies the areas for proposed future changes to planning controls as articulated in the strategies for Urban Built Form (p.13). The map highlights the NCA's areas of responsibility and the Territory Plan Zone areas in the city and gateway corridor.

MAP 3 APPLICATION AREAS FOR FUTURE REVISED PLANNING CONTROLS



VISION

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

A renewed city and gateway corridor will create a distinct sense of arrival in the National Capital and Canberra's liveability will continue to be highly recognised nationally and internationally, promoting our city as a place for business, education, art and urban culture.

STRATEGIC GOALS

- an identifiable approach, which increases in formality as it gets closer to the city centre and Central National Area, and which clearly signifies the symbolic and functional roles of the National Capital;
- a renewed city and gateway corridor with easy to access, people-first destinations that offer unique business opportunities and a wide range of lifestyle options for diverse communities and a distinct urban culture;
- a design-led approach to development and urban renewal with a focus on high-quality interfaces between built form and urban landscapes, and with outcomes- and performance-based planning controls to guide design excellence, housing choice and sustainability innovation;
- the city centre as the cosmopolitan heart of Canberra with a clear sense of arrival and better place making to make the public realm and city destinations more inviting for people to visit, linger and interact;
- Northbourne Avenue as a transit boulevard supporting increased passenger capacity and reduced through-traffic over time while ensuring the continued effective function of the Main Avenues and Approach Routes;
- a sustainable and balanced movement network with greater emphasis on pedestrians, cyclists and public transport users;
- a landscape setting and green open space network for climate control and improved liveability, recreation and play; and
- works within and adjacent to the road reservations are carried out to the highest standards, reinforce and, where possible, express the integrity of the Griffin Plan's visual structure by strengthening the geometry and form of main avenues, vistas and public spaces.

URBAN RENEWAL PRINCIPLES

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



RENEW

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



REVITALISE

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



FOSTER

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



STRENGTHEN

Canberra's unique landscape setting and bush capital character for improved liveability and reduced heat sinks.



INVEST

in quality of the open space network and urban parks to improve recreation and play.



DELIVER

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



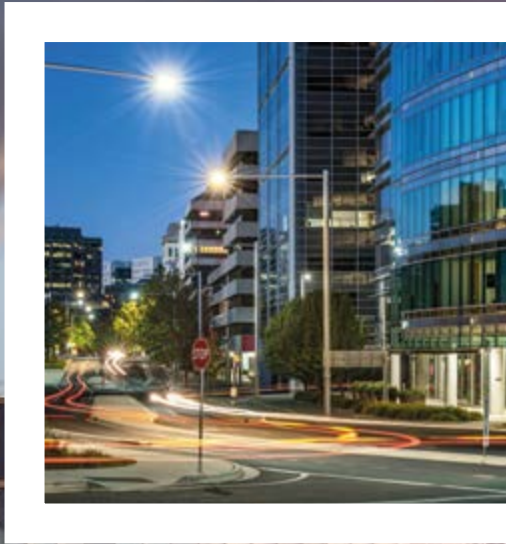
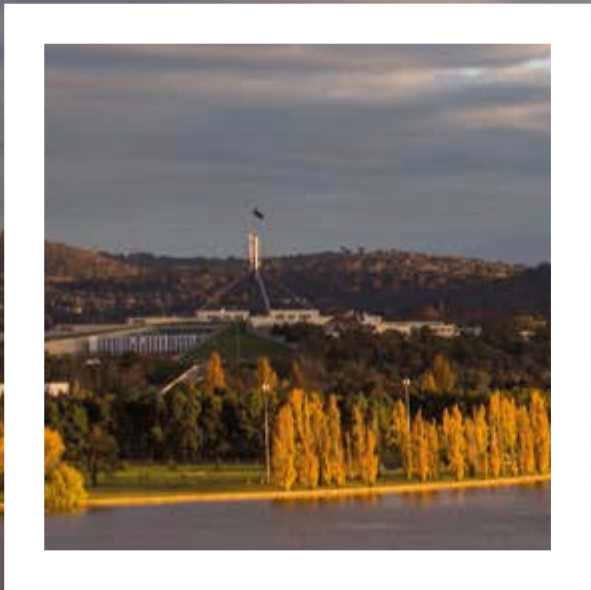
IMPLEMENT

sustainable and balanced movement network with greater emphasis on pedestrian and cycle networks.



INCENTIVISE

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



URBAN BUILT FORM

This chapter sets out important elements for the built form character of this important public transport and growth corridor. It articulates the preferred city shape for the city and gateway corridor, its character precincts and urban design guidance for buildings and public realm. Its principles will guide contemporary built form and deliver a wide range of urban experiences and opportunities through new development and urban renewal.

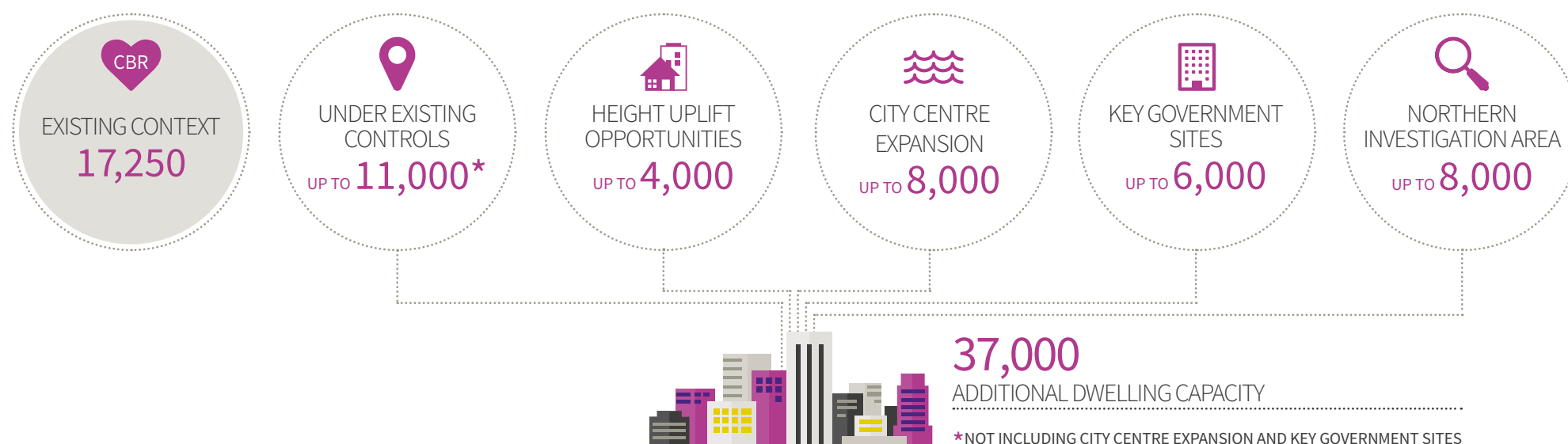
RESIDENTIAL CAPACITY

Given the future demand for residential development, it is important to understand what capacity exists in the city and gateway corridor (**Figure 2**). Currently, it is estimated that there are 17,250 dwellings in the area and it has an overall growth capacity of 37,000 new dwellings. This is equivalent to 75 years' supply at projected growth rates.

Several opportunities exist for renewal of existing developments and underutilised sites. For example, the city centre sites in the City Hill precinct around London Circuit are future development sites and currently used as surface car parks, and the land adjoining Parkes Way is vacant. Also, around two-thirds of development facing Northbourne Avenue is yet to reach the intended 25m building height.



FIGURE 2 CORRIDOR GROWTH CAPACITY FOR UP TO 37,000 NEW DWELLINGS



PREFERRED URBAN FORM AND RENEWAL APPROACH

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

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

Figure 3 conceptually illustrates this preferred hybrid scenario. Based on current trends, future development is likely to be predominantly multi-unit housing along the corridor and at commercial centres. Key opportunities exist to encourage a greater diversity of building forms, designs and housing types (along with appropriate community infrastructure and open space provisions) to provide for a range of demographics and levels of affordability. Infill housing close to services and employment offers opportunities to reduce ongoing costs of living and car reliance, providing advantages for first home buyers, the elderly and people with mobility constraints. Key actions to realise these opportunities include promoting family-friendly compact dwelling types close to high-quality open spaces; and exploring affordable housing options - for example, community housing or land-rent schemes.

INTENT OF THE PREFERRED URBAN FORM

This approach presents opportunities to continue to support a city identity that respects the city's strong landscape character as the bush capital and a Garden City:

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

FIGURE 3 PREFERRED URBAN FORM

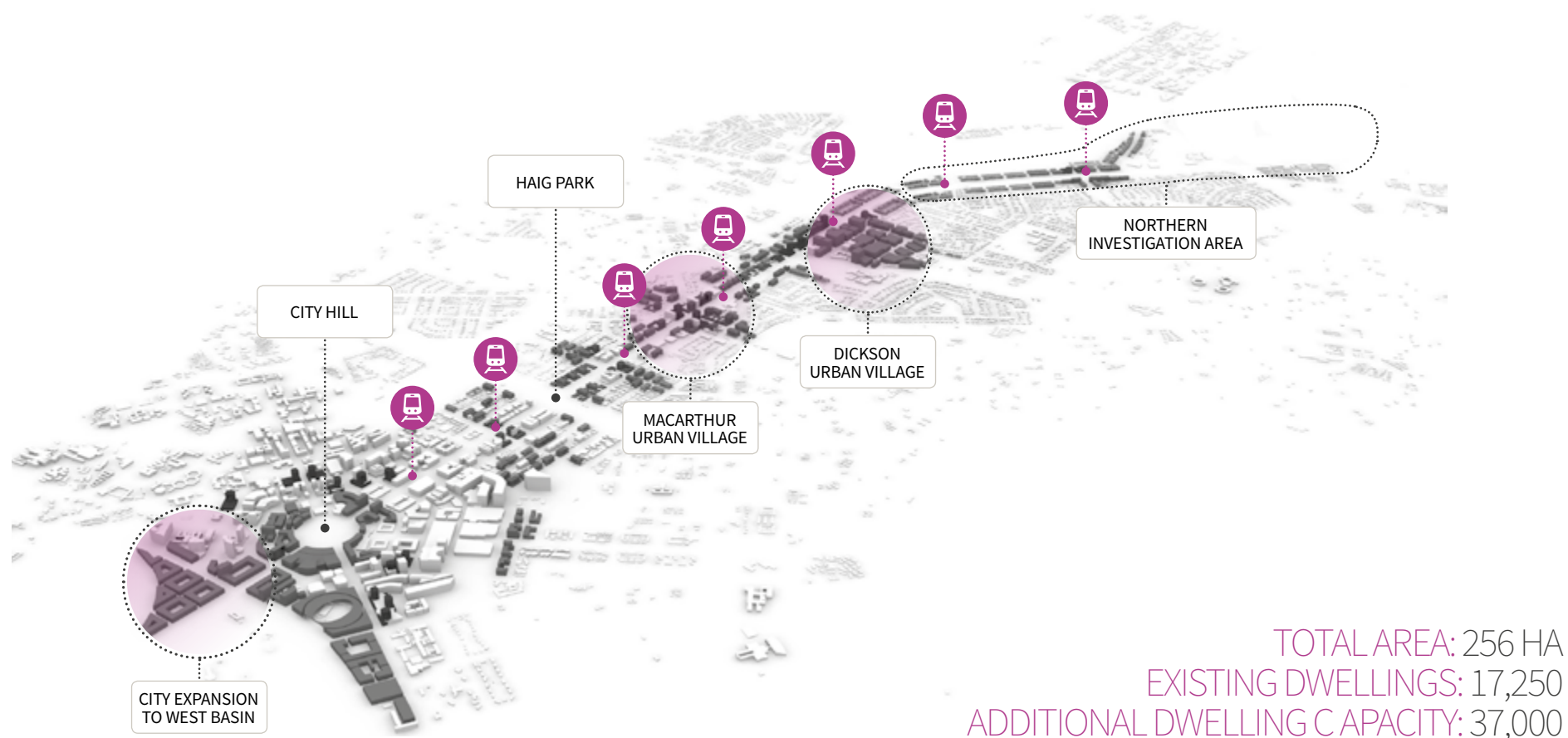
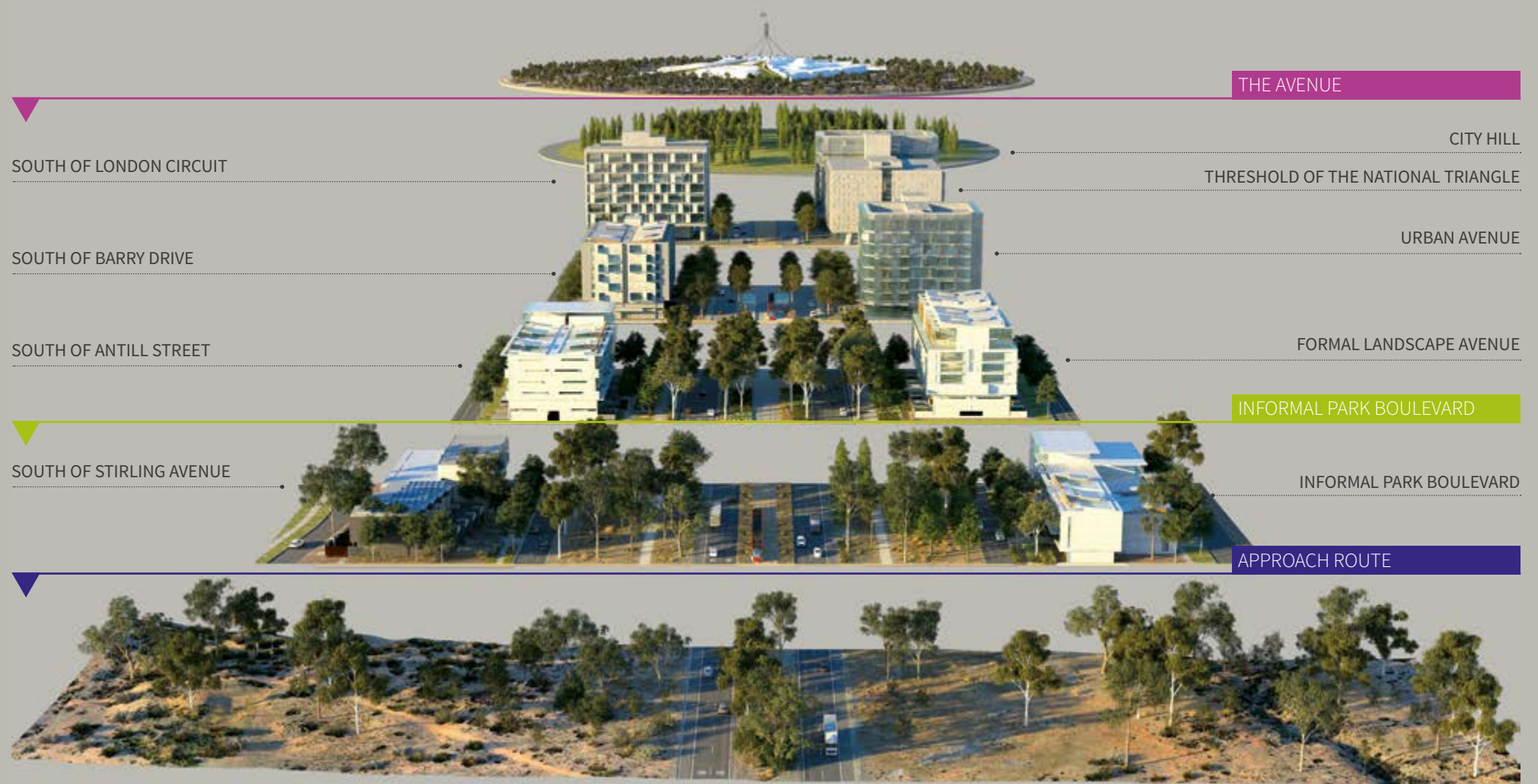


FIGURE 4 CORRIDOR FRAMEWORK



APPROACH TO THE NATIONAL CAPITAL

The Avenue is intended to evolve into Australia's premier street: a distinctive, mixed-use urban boulevard linking the CBD to the Federal Highway. The Avenue will increase in vitality on the approach to the Central National Area with future urban renewal supporting nodes of focused activity around proposed light rail stops.

STRATEGIC URBAN DESIGN INTENT

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

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

City and Inner North: A key objective will be to broaden the perception of Northbourne Avenue beyond that of a solely transit orientated space. A greater level of priority will be given to people and connections with wide, shady tree-lined footpaths providing excellent pedestrian and cycle accessibility and amenity, along and across the avenue.

APPROACH TO THE NATIONAL CAPITAL

It is proposed that development from the ACT border to city centre will progressively transition from an informal bush and grassland character to a formal, structured boulevard, which terminates at City Hill. Transition zones will be marked by an increase in permissible building height and greater enclosure of the route through reduction in setbacks from the road reserve. In recognition of the importance of light rail, targeted zones of activity around light rail stops will be created. This approach is intended to:



CELEBRATE

THE BUSH CAPITAL CHARACTER
AS A DISTINCTIVE AND DEFINING QUALITY OF CANBERRA



FOSTER

HUMAN SCALE SPACES AND PLACES
IN THE BROADER FABRIC OF THE CITY



REVITALISE

NORTHBOURNE AVENUE AS THE GATEWAY TO THE
NATIONAL CAPITAL AND A FORUM FOR PUBLIC LIFE

GATEWAY SEQUENCE

Northbourne Avenue's unique expression of the Australian landscape blends with an urban form that signals the approach to the city centre and the National Capital. Together with its strong functional role providing for a variety of transport modes, the gateway will be demonstrated in a transition of character areas along the corridor.

Each character area is described below and illustrated in **Figure 4**.

APPROACH ROUTE (BUSHLAND)

**TPOLOGY: TUSSOCK GRASSLAND, SAVANNAH WOODLAND
AND DRY SCLEROPHYLL FOREST**

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

INFORMAL PARK BOULEVARD

TPOLOGY: 120M BUILDING TO BUILDING, 4-6 STOREYS

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

THE AVENUE

FORMAL LANDSCAPE AVENUE

TPOLOGY: 80M BUILDING TO BUILDING, 8-9 STOREYS (25M + 10%)

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

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

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

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

URBAN AVENUE AND THE THRESHOLD TO THE NATIONAL CAPITAL

**Typology: 40M AND 60M BUILDING TO BUILDING 8-9 STOREYS (25M + 10%)
(UP TO RL617 FOR LANDMARK BUILDINGS)**

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

GATEWAY PRECINCTS

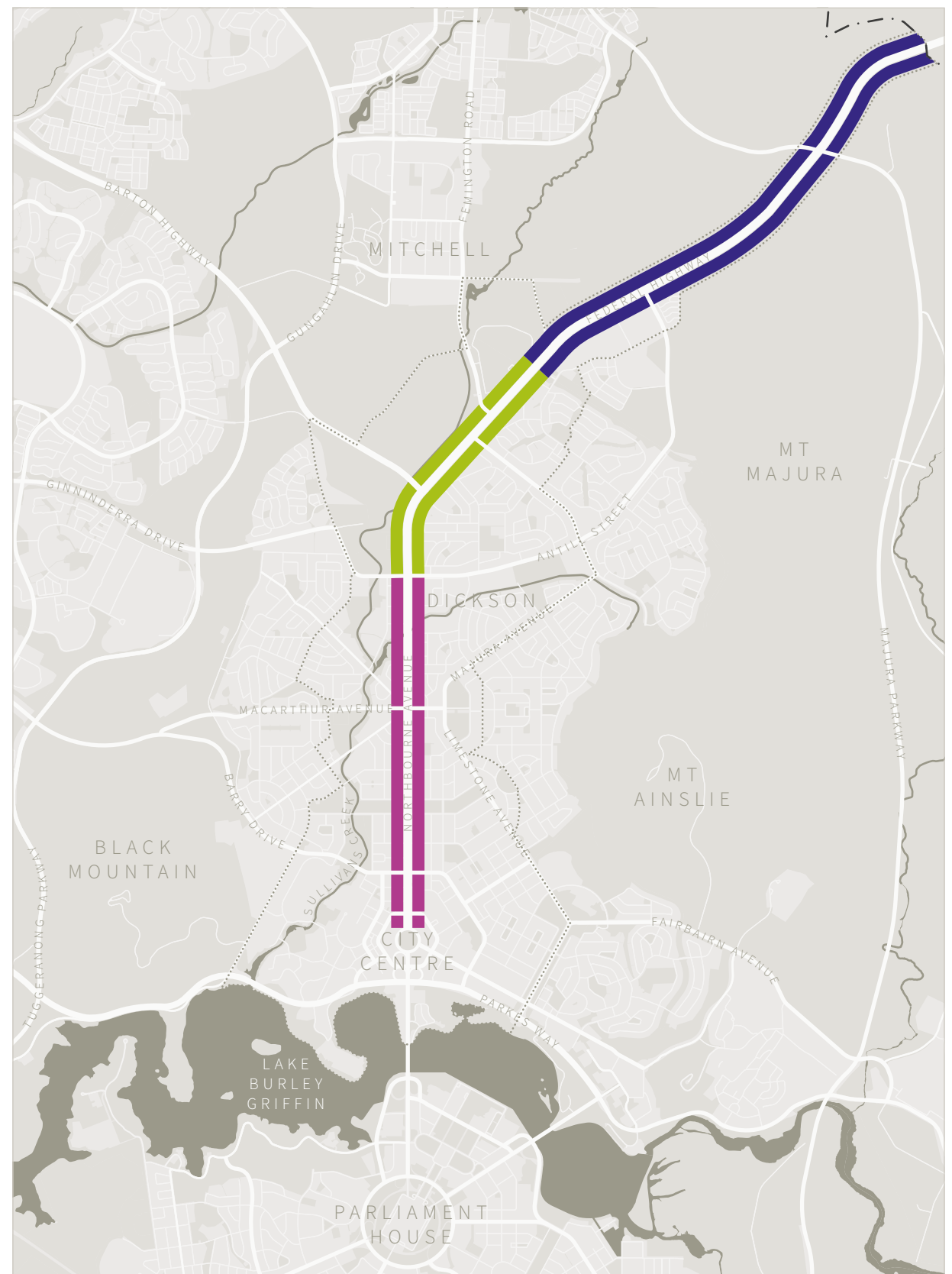
The Framework articulates design guidance for three distinctively different characters for the approach route to reflect different stages in the transition from the rural landscape to the city centre.

INTENT

The key character precincts are:

- **THE APPROACH ROUTE:** Extending from the ACT border to the intersection of the Federal Highway with Flemington Road, the landscape defines the character of the precinct with mix of open natural bushland, endemic vegetation and grasslands. Substantial setbacks are retained to future development at Kenny.
- **INFORMAL PARK BOULEVARD:** Extending from Flemington Road to Antill Street, it is characterised by a wide planted verge with a mix of endemic and introduced species. Glimpses and views to buildings are possible through gaps in the tree line. A substantial setback with secondary road ensures new buildings address the approach route. A node of taller buildings is proposed at the Phillip Avenue light rail stop with buildings generally set below the canopy height of retained trees.
- **THE AVENUE:** Extending from Antill Street to City Hill, it defines a strong urban boulevard character with formal landscape, consistent building edges, additional height at key nodes and 10 metre setbacks. Setbacks are reduced incrementally at the Barry Drive and at London Circuit transition.

MAP 4 GATEWAY PRECINCTS



● Approach Route

● Informal Park Boulevard

● The Avenue

THE APPROACH ROUTE



MAJOR LANDSCAPE REALMS

The Federal Highway is divided into two broad realms for the purposes of detailing landscape patterns. They are a Rural Realm and an Open Parkland Realm (see Figure 127 of the National Capital Plan 'Federal Highway landscape realms and patterns and **Map 4**).

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

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

LANDSCAPE PATTERNS

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

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

PLANTATION GATEWAY (0.0-0.4 KM): creates an introduction and announces the imminent arrival of the visitor in Canberra by establishing appropriately designed tree planting that relates to the rural landscape, but is distinct in character. Within the road reserve, the policy is to develop a formal plantation in the verge and median of the highway.

SAVANNAH WOODLAND (0.4-0.8 KM): reinforces the existing woodland character by maintaining and enhancing the indigenous eucalypts in small groups and individual specimens in the median and verges, and ensures the character is of an open canopy giving a parkland appearance.

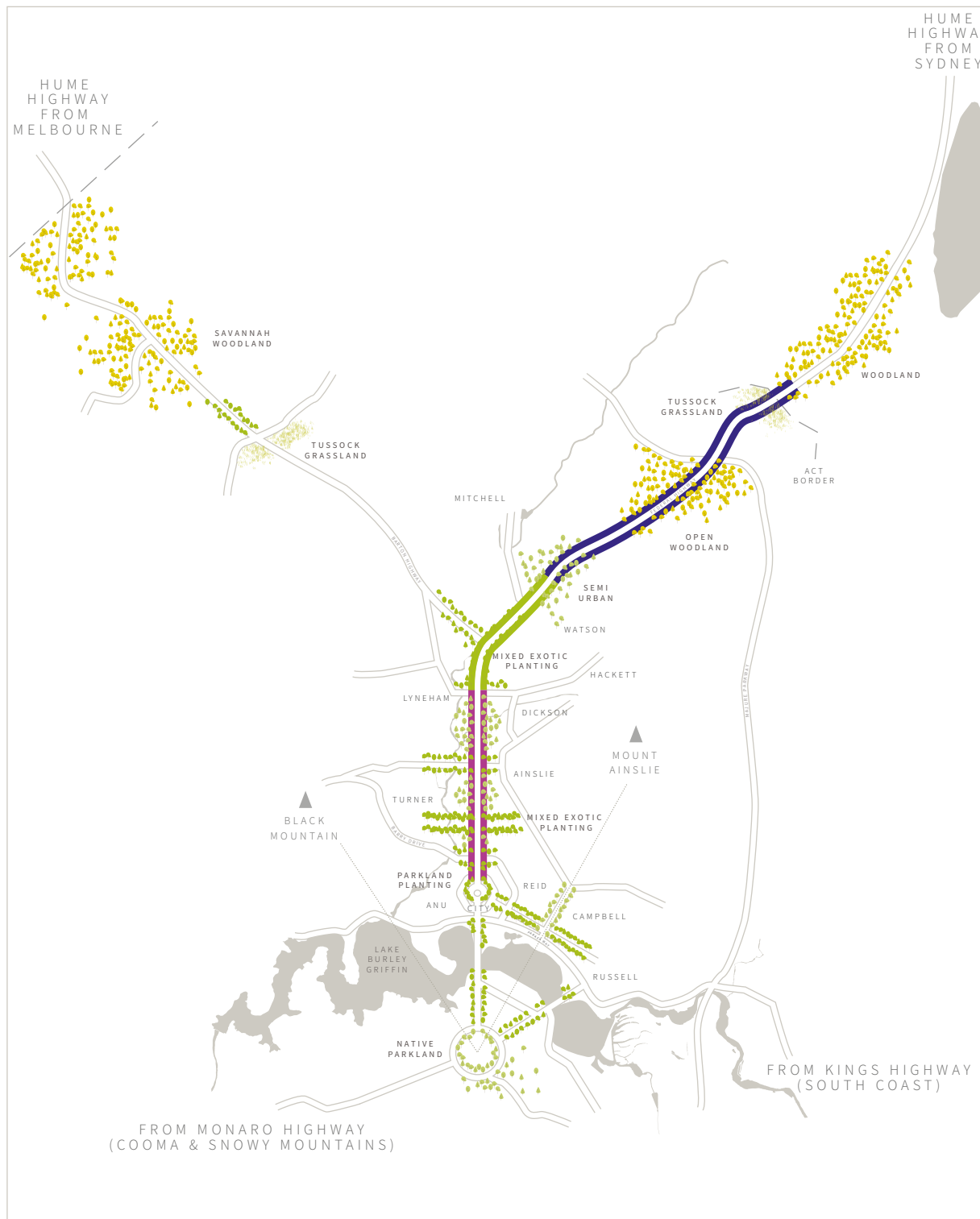
TUSsock GRASSLAND (0.8-1.4 KM): establishes a grassland community and complements the savannah woodland character of adjacent sections of the highway. It does this through broad scale planting of road verges with native grasses and herbaceous plants with low grasses in medians.

SAVANNAH WOODLAND (1.4-2.8 KM): reinforces the rural pastoral character by planting and protecting indigenous eucalypts in small groups and individual specimens in the median and verges, generally widely spaced, leaving an open canopy and giving a parkland appearance. Residential views are to be screened and views opened up along open space corridors.

OPEN FOREST/WOODLAND (2.8-4.0 KM): reinforces the open forest character of this part of the highway. The policy is to resolve secondary access to rural properties while maintaining continuity of the approach route, and to allow short, filtered horizontal views. Median planting is to be informal and should reinforce existing native planting as well as introducing grouped accent planting.

FILTERED SEMI-URBAN (4.0-5.4 KM): creates a transition from woodland to the contrasting closed corridor section of Northbourne Avenue and develops a 'secondary' gateway with designed avenue planting to create a strong contrast with the rural landscape as the introduction to urban Canberra. Direct views should focus along the approach route. The built form should be screened through the use of plant material.

MAP 5 PRECINCT LANDSCAPE QUALITIES



● Approach Route

● Informal Park Boulevard

● The Avenue

CULTURAL LANDSCAPE FEATURES

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

LANDSCAPE

The policy is:

- to ensure Canberra's unique setting within the natural landscape is reflected in the sensitive design and landscape treatment for the highway which reinforces the perception of the National Capital
- to recognise the significance of views to the surrounding hills and ensure engineering structures respect the landform and landscape patterns.

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

OBJECTIVES

The objective is to heighten the traveller's first perception of approach and arrival in order to enhance recognition of the special symbolic and functional significance of the National Capital. These detailed conditions are concerned with achieving awareness of this special significance through the following:

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

BORDER IDENTIFICATION AND MARKER

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

ACCESS LIMITATIONS

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

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

INTERSECTION DESIGN

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

MEDIANS AND VERGES

Medians and verges are to provide the opportunity for reinforcement of landscape themes and realms. Medians should be of a sufficient width to accommodate the appropriate landscape treatments for each landscape realm and pattern and generally be not less than 20m wide.

VISITOR LAY-BY

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

CARRIAGEWAYS

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

EQUESTRIAN TRAILS

Ensure the design of the highway incorporates appropriately located and connected underpasses for equestrian use and facilitates the continuation of existing equestrian trails; and

Enhance where possible, the trail concept with provisions for additional facilities at appropriate locations.

LIGHTING

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

SIGNS

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

- natural landscape - environment information regarding the distinctive natural landscape and features
- cultural/historical landscape - information regarding Aboriginal history and influences and early European settlement and impact
- siting of Canberra - diagrammatic development of Canberra, basic structure of Canberra's layout including important features and elements, monuments and institutions
- community organisations and relevant local information.

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

THE INFORMAL PARK BOULEVARD

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



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

Changes to the planning controls for the Watson and Downer side of the Federal Highway are not proposed in the short term. However, in the longer term it would be appropriate to investigate and determine appropriate land use zoning and built form controls to identify how these areas could be redeveloped in the future consistent with the vision for the city and gateway.

OBJECTIVES

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

The Informal Park Boulevard provides a substantial park landscape between the Federal Highway and a secondary vehicle access road, behind which, residential development addresses the public realm. Generally, the Informal Park Boulevard will measure 120m between building edges, with some variation to account for localised characteristics. Objectives are to:

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

LANDSCAPE

INTENT

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



BUILT FORM

INTENT

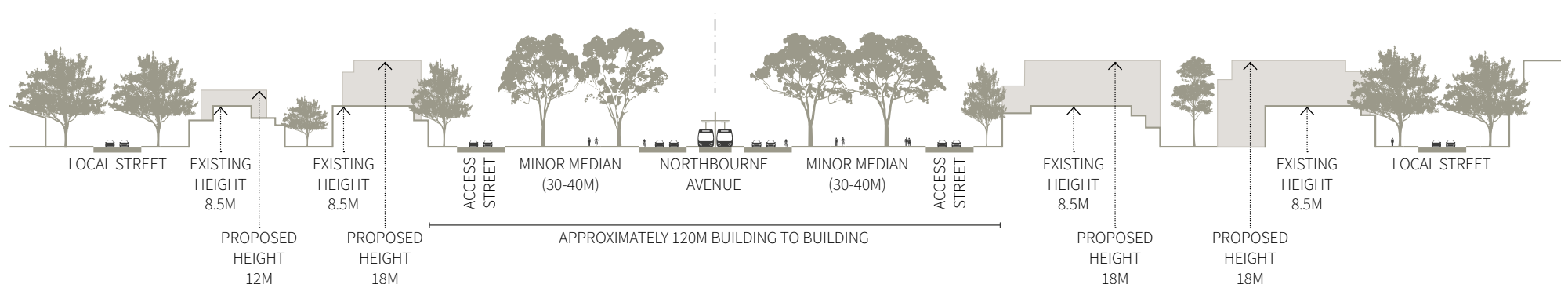
- Provide a sense of openness between buildings as a transition from countryside to the city.
- Enable spatial rhythm in built form through appropriate building length and separation.
- Enable development at light rail stops that support transit oriented development.
- Ensure high quality landscaping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

DESIGN CRITERIA

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

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

FIGURE 5 INFORMAL PARK BOULEVARD



THE AVENUE

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



FORMAL LANDSCAPE AVENUE

This area of the corridor characterises the majority of Northbourne Avenue (Figure 6). It is defined by the landscape, reinforced by high-quality buildings and interesting architecture. Nodes of increased density along the corridor occur at light rail stations at Dickson and Macarthur urban villages. There is an opportunity to investigate reducing the number of traffic lanes to two each way. This will help realise a transformed Northbourne boulevard with improved cycling and walking infrastructure.

URBAN AVENUE

Figure 6 illustrates the typical cross-section for the urban avenue. Where the urban avenue begins, the character changes from a wide boulevard to a built up urban street. In the short term, a three-lane configuration will be maintained, with opportunities to rationalise bus layover and improving pedestrian and cycling experience. In the medium term, opportunities should be explored to transition Northbourne Avenue to two lanes south of Barry Drive. This would allow footpaths to be widened and a greater focus to be placed on a people centred public realm and active travel routes.

OBJECTIVES

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

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

FIGURE 6 FORMAL LANDSCAPE AVENUE

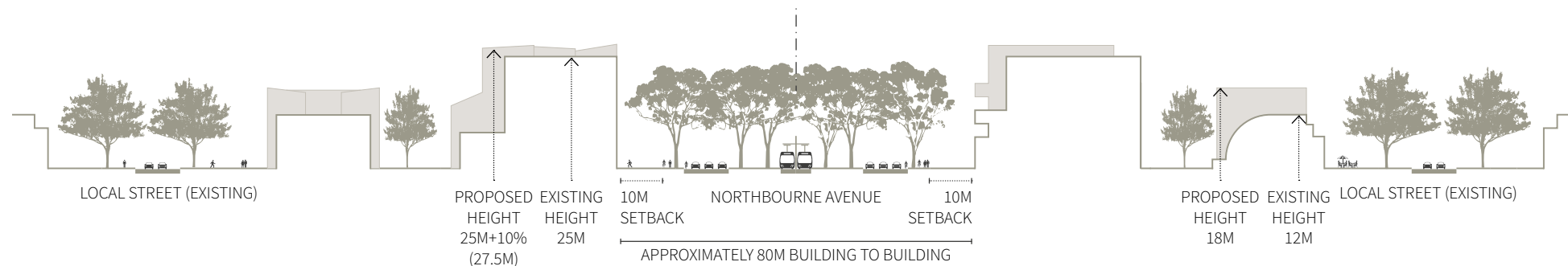
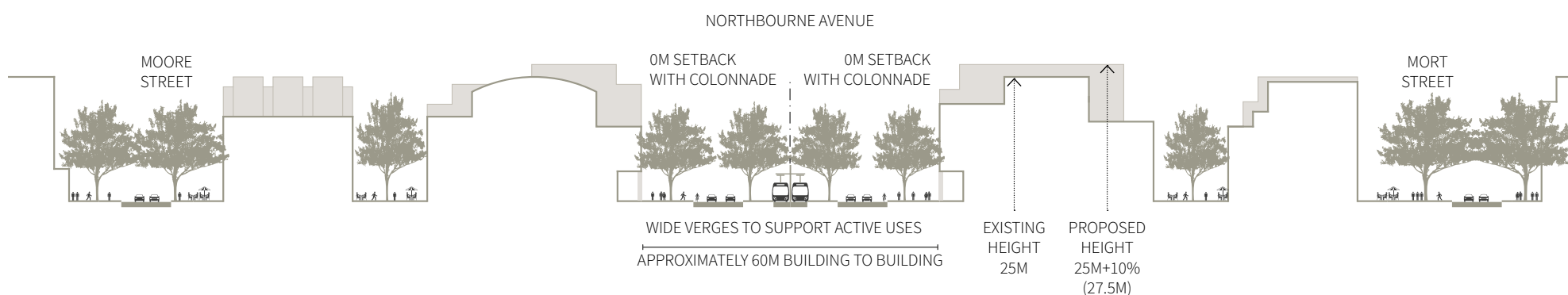


FIGURE 7 URBAN AVENUE



STREET SETBACK AREAS

INTENT

- Setback areas along Northbourne Avenue shall be designed to accommodate the appropriate landscape type suitable to the intended function, character and amenity of the area.
- Street setback areas will be designed to be pedestrian oriented, provide comfort and an attractive interface between built edges and the road carriageway. Design will demonstrate excellence in architecture, landscape architecture and urban design.

DESIGN CRITERIA

- Development shall conform to the identified setback distances described in these guidelines. Development with an interface to Northbourne Avenue must be built to the identified setback line for the minimum site proportion as identified by its edge type.
- Minor encroachments such as awnings or architectural details consistent with architecture of excellence may be approved.
- Development shall conform to the nominated edge and verge types identified in this Framework.
- Setback areas on Northbourne Avenue or major cross streets shall not contain car parking or porte cochere drop off spaces.
- Setback areas to Northbourne Avenue or major cross streets may contain vehicle access to concealed parking areas, where there is no other alternative access arrangements.

SIDE AND REAR SETBACKS

INTENT

- The relationship of built form to the property boundary must be carefully considered to balance the needs of the new development with maintaining the amenity of adjacent sites.
- The setback areas are important for moderating the extent of built form so that usable land can be provided for common open space, courtyards, driveways, stormwater runoff management, tree planting and landscaping.

DESIGN CRITERIA

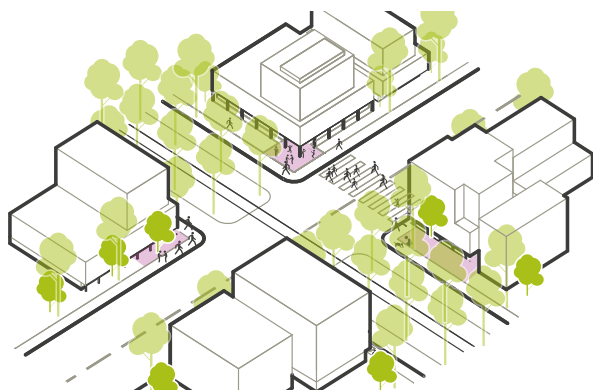
- Side and rear setback distances shall conform to the dimension described in the section Urban Design Guidance under 'Building siting and setbacks'. The side and rear setbacks of development shall ensure consistency of urban form with the intended character of Federal Highway and Northbourne Avenue. Where development interfaces at the rear with lower scale built form, or a street containing lower scale built form opposite, an appropriate transitional setback shall be applied.

For further design criteria, refer to the Urban Design Guidance section in this chapter.

URBAN DESIGN GUIDANCE

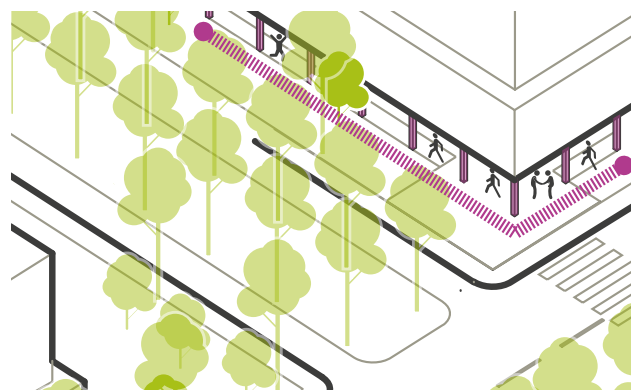
Good design is concerned with functionality, performance, build quality, innovation and creativity. The Framework aims to ensure Canberra's sense of identity is reinforced and enhanced. New public realm and buildings will be required to demonstrate commitment to good design, sustainability and make a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

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



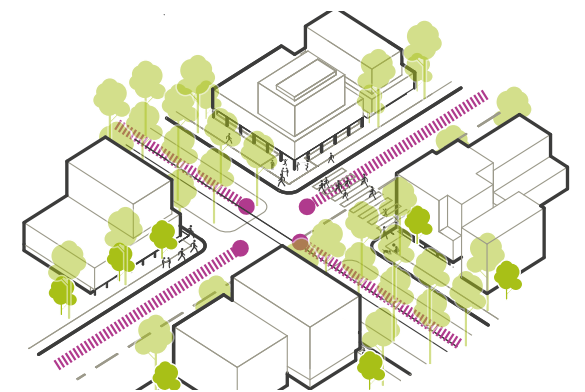
REINFORCE THE BUILT FORM

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



CREATE BETTER STREETS AND MORE ACTIVE BUILDING EDGES

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

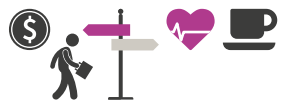


CONNECT DISCRETE CENTRES AND NEIGHBOURHOODS

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

DEMONSTRATE DESIGN EXCELLENCE

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



CONTEXTUAL, LOCAL AND OF ITS PLACE



SUSTAINABLE, EFFICIENT AND DURABLE



EQUITABLE, INCLUSIVE AND DIVERSE



ENJOYABLE, SAFE AND COMFORTABLE



FUNCTIONAL, RESPONSIVE AND FIT FOR PURPOSE



VALUE-CREATING AND COST EFFECTIVE

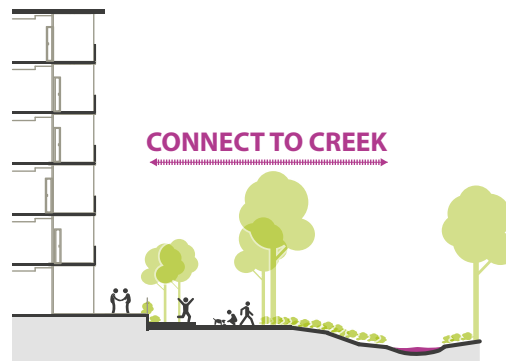


DISTINCTIVE, INTERESTING AND APPEALING



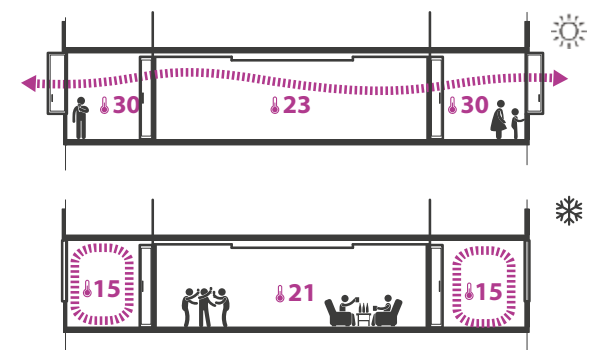
IMPROVE THE GAPS IN THE URBAN FABRIC

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



DESIGN FOR LANDSCAPE AMENITY

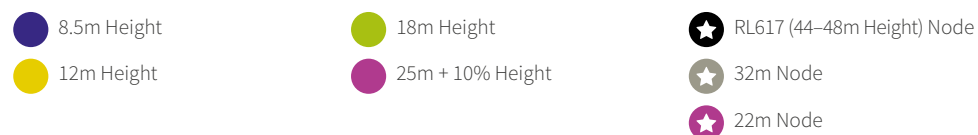
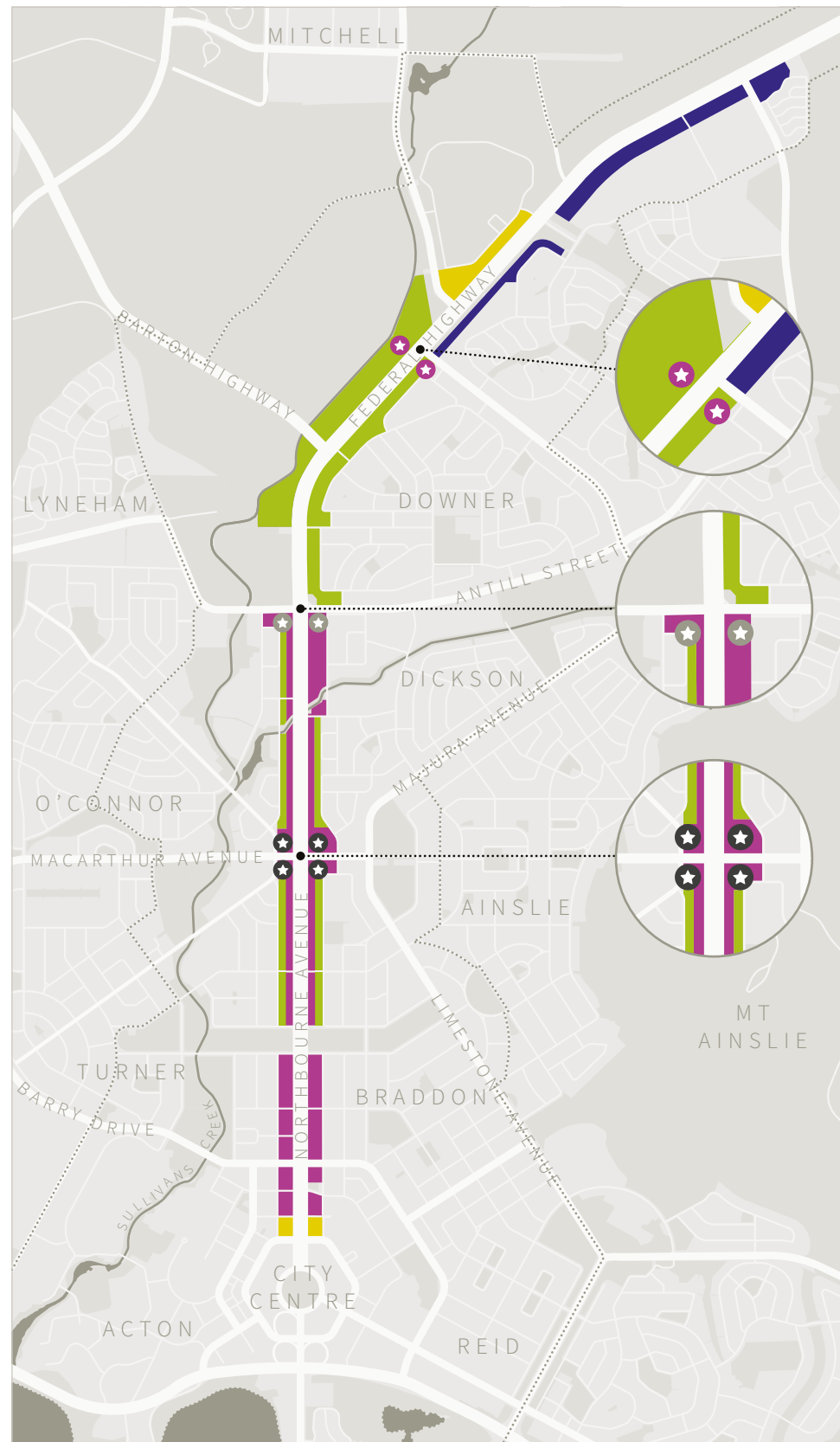
- Design buildings that respond to the trees and planted vegetation within the verges and setbacks to reinforce the distinctive 'bush capital' character of the Avenue.
- Activate public green space through active building edges, surveillance and climate-smart landscape design. This can improve the quality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



SUPPORT SUSTAINABLE BUILDING PERFORMANCE

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

MAP 6 PROPOSED BUILDING HEIGHTS AND NODES



BUILDING HEIGHT AND NODES

Buildings play a key role in achieving quality in our cities and towns, and they form a critical interface with the public realm. The design of our buildings today is fundamentally important, as they will be our future heritage.

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

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

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

- be responsive to Canberra's climate
- provide opportunities for adaptation of uses throughout their life cycle
- make optimal use of natural light and ventilation.

Buildings will be required to be accessible, welcoming, visually attractive and address the public realm. Buildings must be designed to enable city life to emerge throughout the corridor:

- Building frontages and entrances should be visible, engaging and welcoming.
- Building edge conditions will be required to respond to their location along the corridor, allowing activity and street life where appropriate.

→ Buildings along active and commercial edges of the corridor will have permeable edges.

→ Residential edge types will enable front door access visible from the street.

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

→ Buildings will be required to be balanced, refined and sophisticated.

→ The overall building proportions and scale will be appropriate to setting and place.

→ The composition of materials and building elements must contribute to an attractive streetscape.

→ Refinement, simplicity and appropriate use of materials is favoured for buildings along the corridor.

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

→ Spatial dimensions and proportions of buildings will be suitable for intended and future possible uses.

→ Building layouts will enable activation of the street and internal open spaces.

→ Orientation and connection to outdoor areas will optimise comfort and enjoyment of the building's internal spaces.

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

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

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

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

All requirements above apply to buildings in the city centre and along the corridor.

BUILDING HEIGHT

INTENT

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

DESIGN CRITERIA

Building heights shall conform to **Map 6** Building heights and nodes.

Minimum heights shall be no less than 80% of the maximum height prescribed in the height map (**Map 6**), unless approved by the National Capital Authority.

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

Minimum floor to floor heights within buildings shall be as follows:

- Commercial ground level - 4m
- Commercial upper levels - 4m
- Residential levels - 3m

URBAN VILLAGE NODES

INTENT

Development of urban village nodes along the Federal Highway and Northbourne Avenue is intended to provide markers in the urban landscape. These markers identify thresholds in Canberra's urban form, and help to provide intensity around selected light rail stops. The height of buildings at an urban village node responds to the surrounding context.

DESIGN CRITERIA

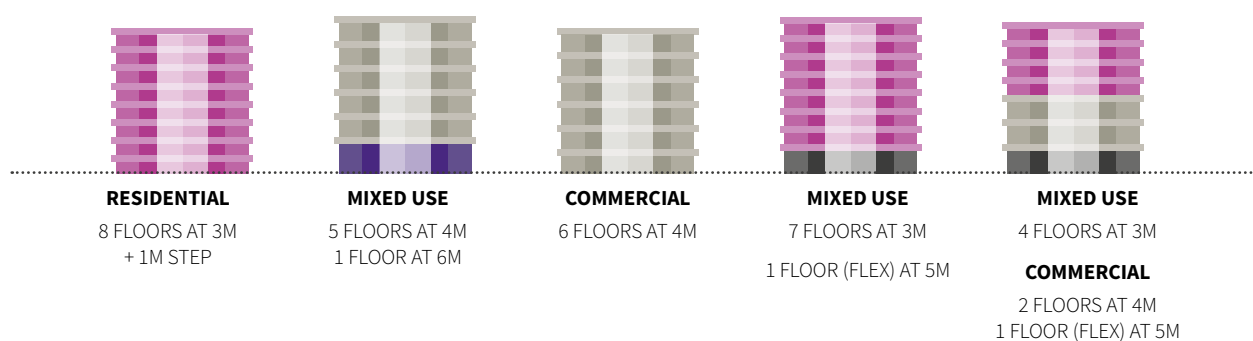
Development may be constructed to the node height identified in the height map for one building at each street corner denoted with an asterisk in the height plan (**Map 6**).

The node height should comprise the whole building, or a substantial part of a building, up to a maximum height of RL617 (44–48m high, depending on the site) and as articulated in the heights and nodes map (**Map 6**). The building comprising the urban village node shall be located adjacent to the street intersection and subject to setback requirements.

Urban village node buildings shall exhibit architectural excellence, with particular regard to:

- **Context and Character:** The design responds to and enhances the distinctive characteristics of the local area, contributing to a sense of place.
- **Landscape Quality:** The design recognises that together landscape and buildings operate as an integrated and sustainable system, within Canberra's broader ecological context.
- **Built Form and Scale:** The design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the Northbourne Avenue corridor.
- **Functionality and Build Quality:** The design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.
- **Sustainability:** The design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

FIGURE 8 EXAMPLES OF THE POSSIBLE MIX OF USES IN DEVELOPMENT ADDRESSING THE AVENUE



BUILDING SITING AND SETBACK

The following section outlines the desirable planning and design outcomes for the siting and setbacks of buildings (Map 7). This includes the following:

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

SOLAR ACCESS

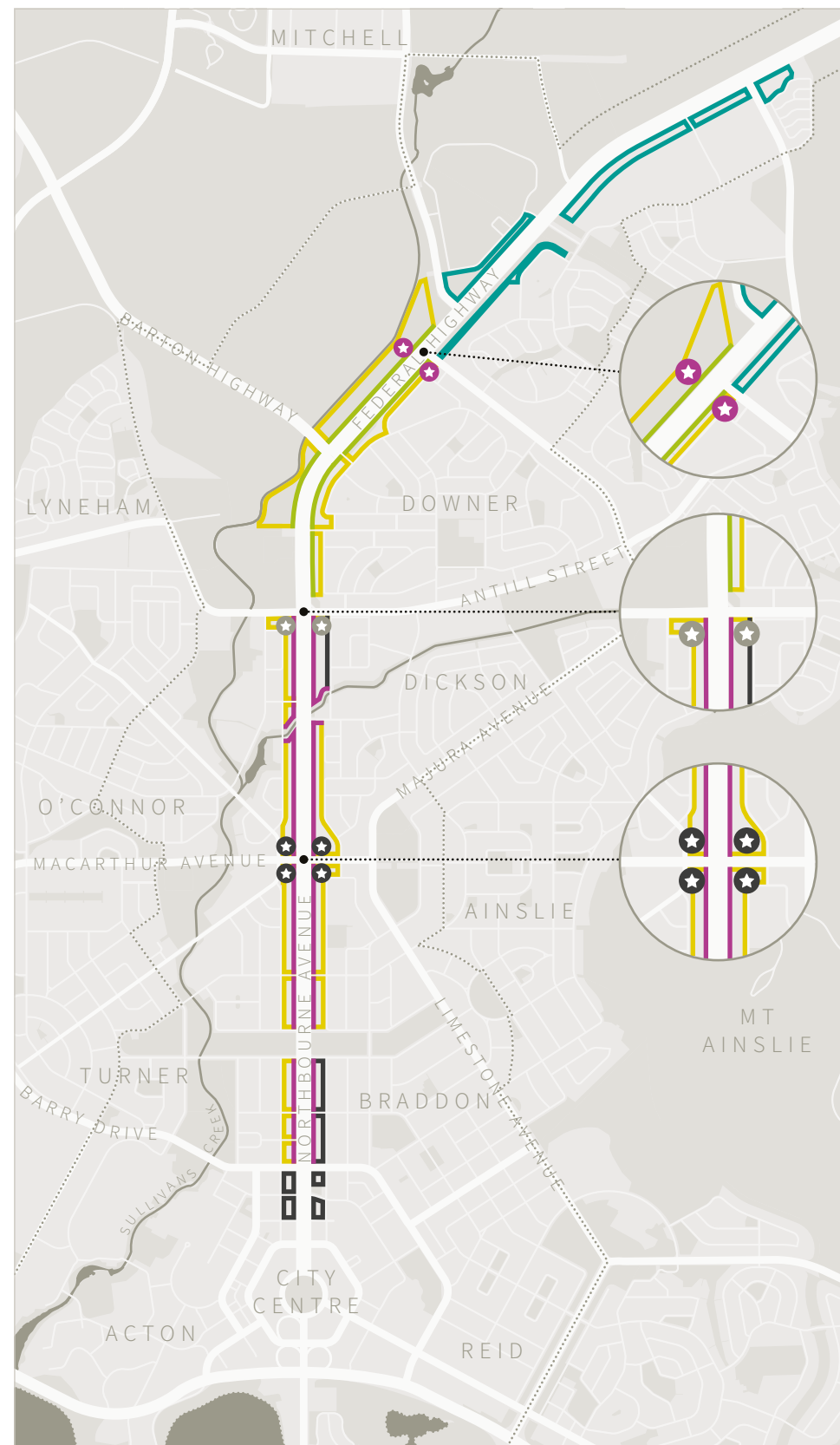
INTENT

Solar access of public space and neighbouring properties is prioritised through minimising overshadowing during mid-winter.

DESIGN CRITERIA

- Living areas, private open space and communal open space should receive solar access in accordance with the Multi Unit Housing Development Code.
- Solar access to workplace environments, living rooms, balconies and private open spaces of neighbours should be considered.
- Where an adjoining property does not currently receive the required hours of solar access, the proposed building ensures solar access to neighbouring properties is not reduced by more than 20%.
- If the proposal will significantly reduce the solar access of neighbours, building separation should be increased beyond minimums. Overshadowing should be minimised to the south or downhill by increased upper level setbacks.
- It is optimal to orientate buildings at 90 degrees to the boundary with neighbouring properties to minimise overshadowing and privacy impacts, particularly where minimum setbacks are used and where buildings are higher than the adjoining development.
- A minimum of 4 hours of solar access should be retained to solar collectors on neighbouring buildings.

MAP 7 PROPOSED SETBACKS



MINIMUM BUILDING SEPARATION

INTENT

Separation between buildings ensures Canberra's urban form responds to the intended landscape qualities of the city. Separation ensures development contributes to the urban form and the amenity within apartments and open space areas. Amenity is improved by adhering to minimum distances between buildings within development sites, between apartments and non-residential uses and with boundaries to neighbours. Building separation ensures communal and private open spaces can have useable space with landscaping, deep soil and adequate sunlight and privacy. Within apartments, building separation assists with visual and acoustic privacy, outlook, natural ventilation and daylight access.

MAXIMUM BUILDING LENGTH

INTENT

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

DESIGN CRITERIA

- New buildings, and especially towers, shall be limited to a maximum length of 55m.
- Longer buildings may be permitted at lower building levels where strong design justification is provided, such as provision of continuous, active streetscapes.
- Where this is the case, pedestrian accessibility through the built form must be provided at least once every 55m, via an 8 metre wide accessway.
- Notwithstanding the above, no building shall be longer than 150m within commercial and mixed use areas.

ROOF DESIGN

INTENT

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

DESIGN CRITERIA

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

TABLE 2 DESIGN CRITERIA (MINIMUM BUILDING SEPARATION)

BUILDING HEIGHT	FACE-TO-FACE DEVELOPMENT	SIDE-TO-SIDE DEVELOPMENT	FACE-TO-SIDE DEVELOPMENT
Up to 4 storeys	15m	6m	10m
Up to 8 storeys	20m	10m	15m
9 storeys and above	25m	15m	20m

NOTE: Building separation takes National Best Practice approach as applied in design excellence and apartment design guides. It applies slightly larger separations for 'Up to 8' and 9+ storeys, by 0.5 to 1m. Whilst applying additional separation requirements based on building orientation. Building separation may need to be increased to achieve adequate sunlight access and enough open space on the site, for example on slopes.

BUILDING INTERFACES

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

FACADES

INTENT

The design of facades contributes greatly to the visual interest of the building and the character of the local area. Facades that face the street have an impact on the public domain, while side and rear facades often influence the amenity of neighbouring buildings and communal and private open spaces. High quality facades are a balanced composition of building elements, textures, materials and colour selections. Well designed facades also reflect the use, internal layout and structure of an apartment building.

DESIGN CRITERIA

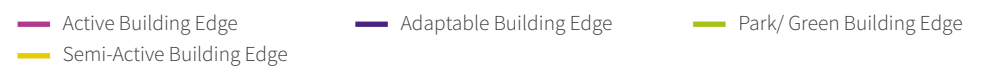
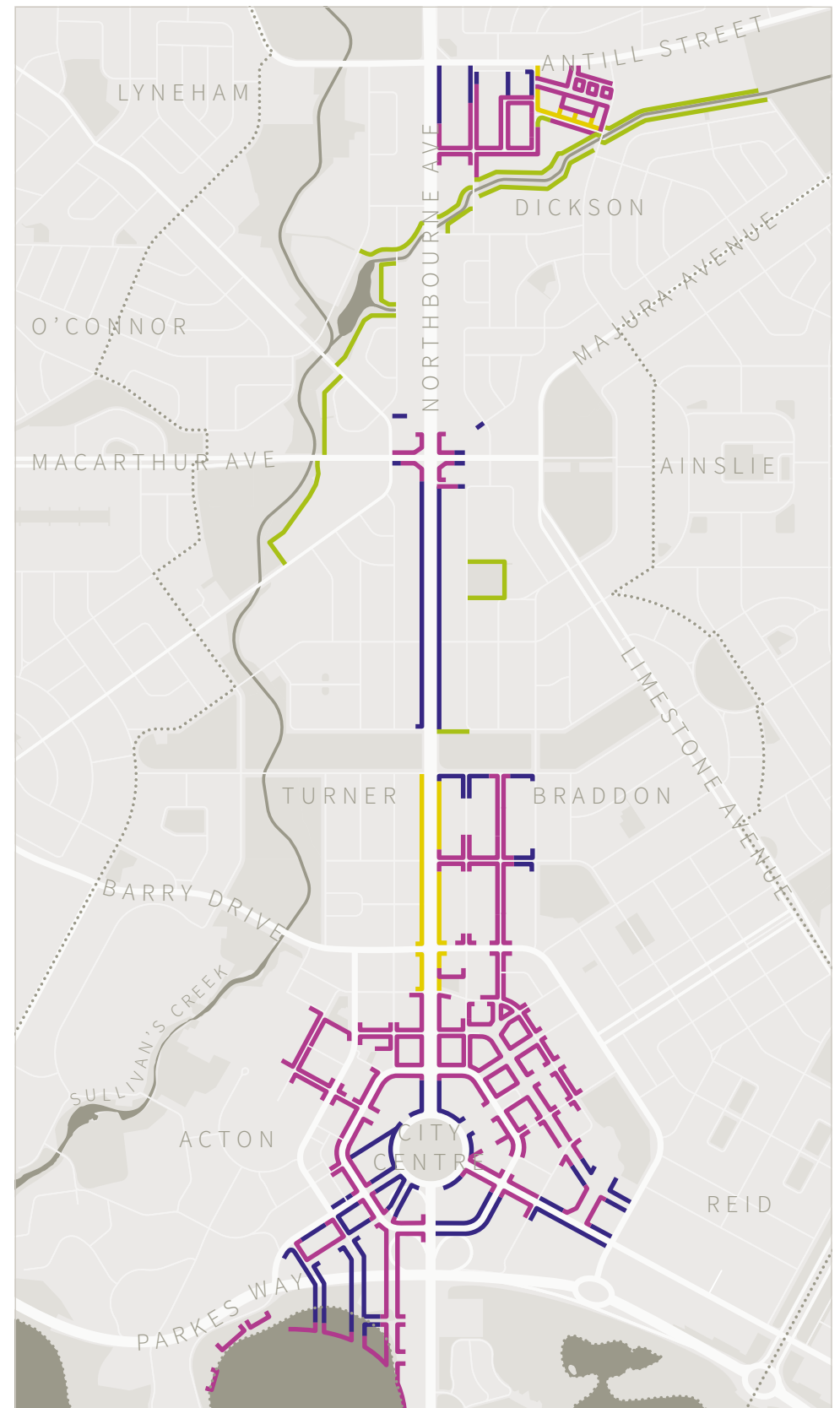
Building facades provide visual interest along the street while respecting the intended character of the local area.

Building facades relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights. Shadow is created on the facade throughout the day with building articulation, balconies and deeper window reveals.

Building entries should be clearly defined. Important corners are given visual prominence through a change in articulation, materials or colour, roof expression or changes in height

The floor layout should be expressed externally through facade features such as party walls and floor slabs.

MAP 8 DESIRED BUILDING EDGE LOCATIONS



AWNINGS AND SIGNAGE

INTENT

Awnings are prominent streetscape elements requiring considerable design attention. Awnings will be provided for a range of edge types, with active and commercial edges required to include continuous awnings.

Continuous awnings encourage pedestrian activity along streets and in conjunction with active frontages, support and enhance the vitality of the local area.

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

DESIGN CRITERIA

Active and commercial edge types shall be provided with a continuous awning over the footpath.

For residential and adaptable building edge types, awnings shall be located over the building entry for building address and public domain amenity.

The height, depth, material and form, conform to regulations.

Awnings are well located and complement and integrate with the building design.

DEEP SOIL ZONES

INTENT

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

DESIGN CRITERIA

A minimum deep soil zone dimension of 5m should be applied where located on site.

A minimum 7% of the site should be retained for deep soil zones, except for sites in the city centre, where it is demonstrated high intensity urban outcomes are required.

Front setback areas should be retained for deep soil planting.

Deep soil zones should be located to retain existing significant trees and to allow for the development of healthy root systems, providing anchorage and stability for mature trees. Design solutions may include:

- basement and sub-basement car park design that is consolidated beneath building footprints
- use of increased front and side setbacks
- adequate clearance around trees to ensure long term health
- co-location with other deep soil areas on adjacent sites to create larger contiguous areas of deep soil

BUILDING EDGE TYPES AND GROUND LEVEL PUBLIC REALM INTERFACE

INTENT

Development shall present an attractive and functional interface with the public realm. Buildings should be designed to enable a seamless ground plane between the ground floor of the building and the adjacent verge and setback area.

Given the scale of the corridor and the need to achieve a high level of activation in a number of key locations, it is critical to balance the distribution and intensity of street-based retail so that active, people-orientated streets and places can be created at strategic locations. **Map 8** identifies the desired building edge locations in the city and gateway corridor.

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

- **ACTIVE:** The active built form edge is mandated for specific areas to allow for uses such as retail, restaurants, bars, service industry shopfronts or similar uses which generate pedestrian activity and public life at the ground floor level. This primary active building edge is used to:
 - > create active places or vibrant retail precincts
 - > deliver a ground-floor storey to a minimum of 4m,
 - > floor to ceiling, to establish an appropriate urban scale
 - > implement sound attenuation measures to ensure acoustic separation between the different uses such as commercial and residential.
- **ADAPTABLE:** The adaptable building edge is used for urban areas where there could be a transition in use from residential to commercial or retail, or where there is a desired mix of neighbouring uses such as residential or live/work adjacent to lower intensity retail or service industry. The building facade is set back from the block boundary in a similar way to the residential building edge type. The 4 to 6m floor to ceiling height can provide for a mezzanine floor within the storey while maintaining a larger urban scale at the ground floor.
- **RESIDENTIAL:** The residential built form edge promotes a level of privacy by elevating the private outdoor space from the street verge and providing a semi-permeable screen or fence. Elevation and privacy encourage residents to use the private outdoor space. When private outdoor space is used, it can create a subtle active street quality because it brings passive surveillance and security.
- **PARK OR GREEN EDGE:** The park or green building edge seeks to establish a relationship between residential development and green spaces. The intent is to provide connection, activity and surveillance from the building while balancing privacy for the occupants, ensuring the building edge is activated through frequent use. An example area for this building edge is development along Sullivans Creek and parts of Haig Park.

DESIGN CRITERIA

- Buildings that provide a commercial, showroom or adaptable edge type shall be designed to ensure the finished ground floor level is flush with the adjacent setback area.
- Where residential is proposed a vertical separation above the finished ground level and adjacent verge and setback area by up to 800mm to enable privacy for ground floor residences.
- The ground floor of all development shall not be set below the adjacent verge level on Northbourne Avenue.

PUBLIC REALM AND VERGES

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

PUBLIC REALM

INTENT

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

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

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

- Where possible, the public realm will incorporate local materials of high quality
- Water sensitive design initiatives will be incorporated into streets and site design
- Plant species will be chosen for their effectiveness and adaptability to Canberra's climate to reduce heat islands and maximum shade.

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

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

The corridor's public realm will maximise comfort, amenity, safety and opportunities for activity:

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

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

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

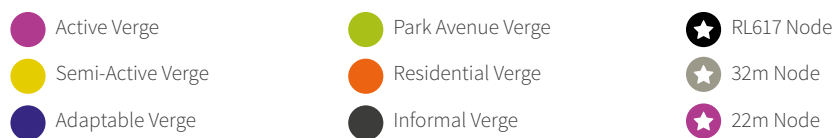
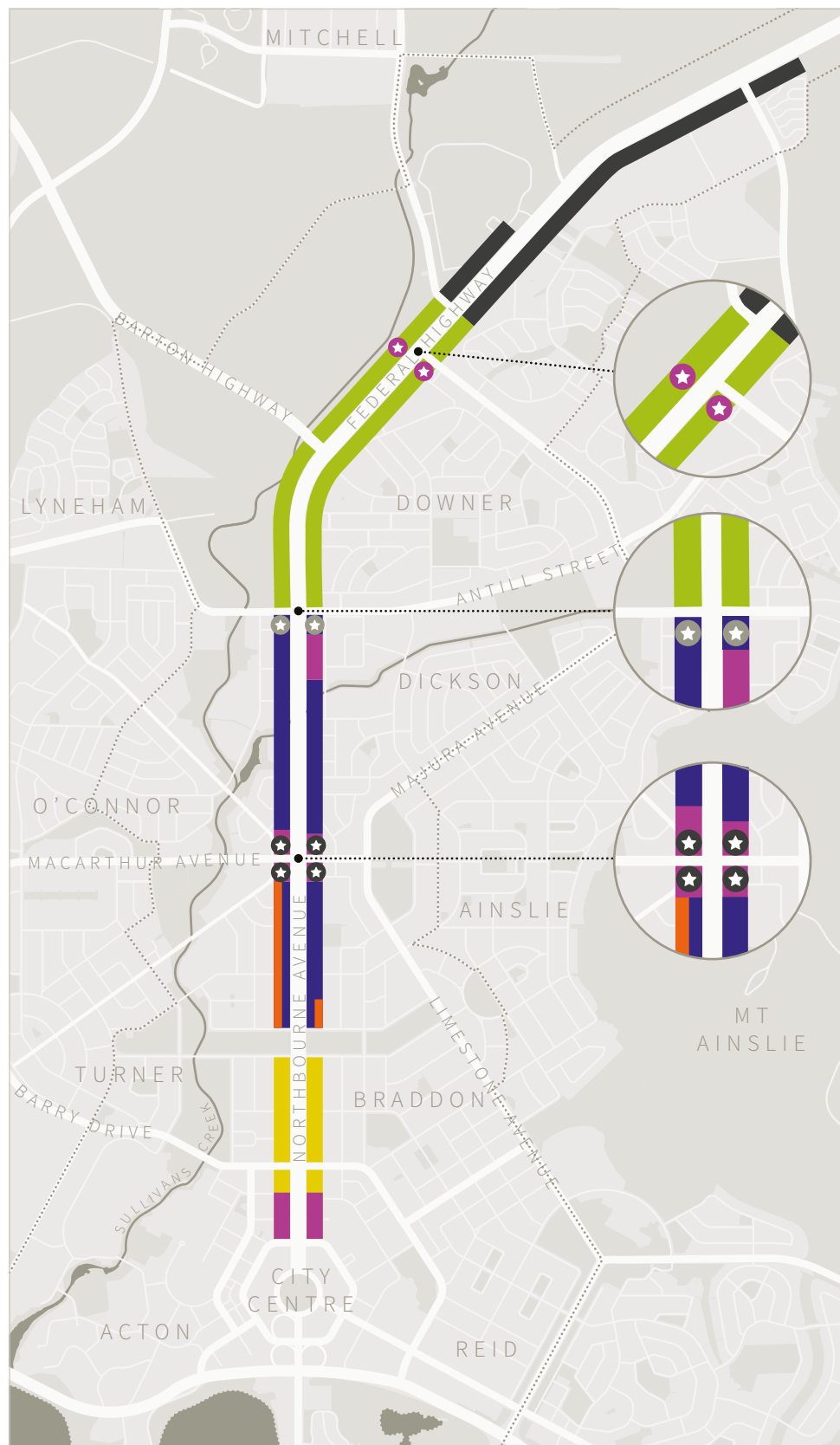
Physical design and maintenance requirements will be balanced with the corridor's purpose as the National Capital approach route:

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

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

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

MAP 9 DESIRED VERGE CONDITIONS



LANDSCAPE DESIGN

INTENT

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

DESIGN CRITERIA

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

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

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

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

A person is walking away from the camera through a dense forest of trees with vibrant autumn foliage in shades of yellow, orange, and red. The sun is shining from behind the trees, creating a bright, hazy glow. The person is wearing a light-colored dress and is walking on a path that is slightly overgrown with grass.

VERGE TREATMENTS

The following articulates verge treatment types and its desired location (Map 9) which correlates to the building edge type previously described.

ACTIVE INTENT

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

SEMI-ACTIVE INTENT

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

ADAPTABLE INTENT

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

RESIDENTIAL INTENT

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



URBAN VILLAGE FRAMEWORK PLANS

The implementation of light rail along Northbourne Avenue provides the opportunity to create new urban villages in selected locations that offer the convenience of higher-density housing, small-scale retail and employment opportunities within the immediate vicinity of rapid transit.

The Framework Plan sets out how the broad structure of the urban village could be arranged in the long term. It shows how land use, public domain and connections could be arranged and integrated.



MACARTHUR URBAN VILLAGE FRAMEWORK PLAN

INTENT

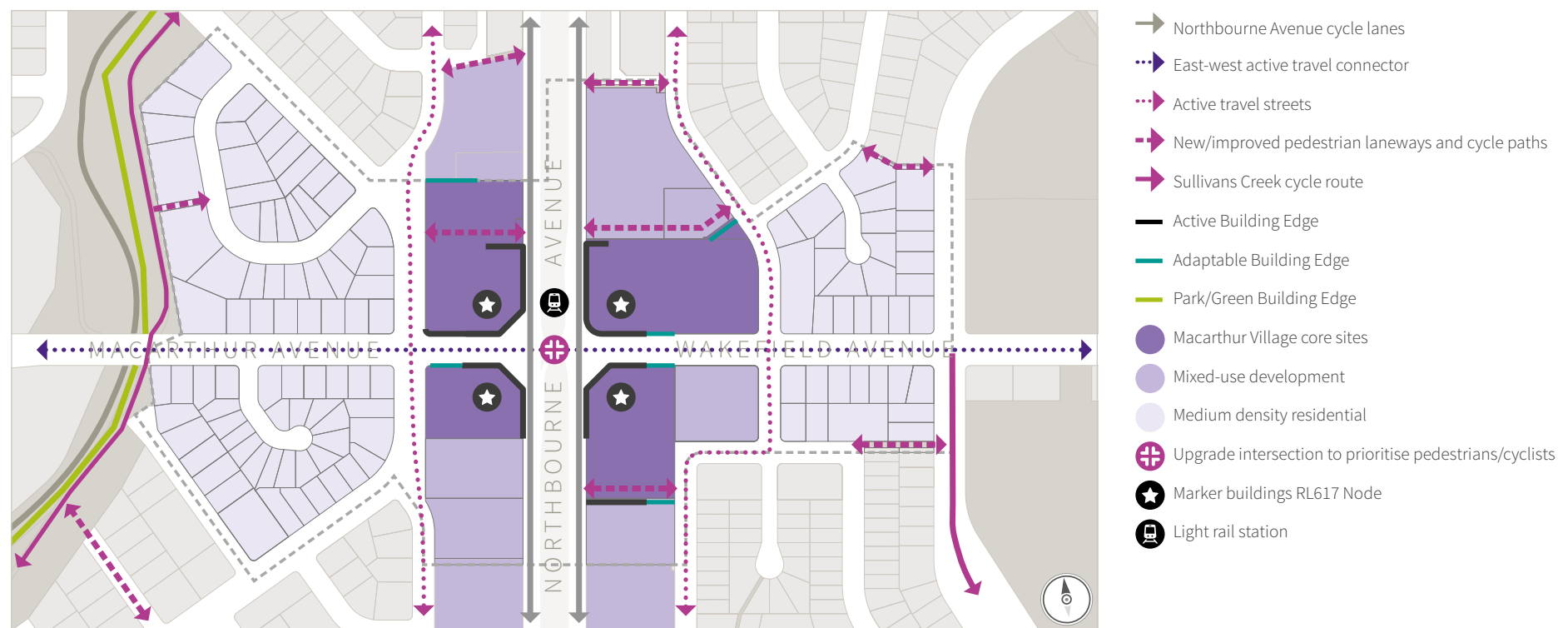
The Macarthur urban village is expected to become a distinct destination on the light rail network. Buildings with small convenience shops, cafes and employment around the light rail station, combined with increased pedestrian and cycle priority, will create a more people-friendly environment to activate this landmark node on Northbourne Avenue:

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

DESIGN CRITERIA

- **Define the corners and mark the axis** - Ensure future development addresses the intersection, with an increased prominence to the buildings to punctuate this node.
- **Reimagine the node as an urban plaza** - Encourage the transition of the underutilised landscaped spaces on the corners of the intersection to active urban plazas with landscape elements that support increased pedestrian movements around the light rail station and between the four large sites facing the intersection.
- **Improve the relationship with the streets** - Promote a high-quality, human scaled public domain with increased activation at the ground level.
- **Clearly define public and private spaces** - Improve the quality of the public domain and encourage use of public space, clearly identifying spaces that are accessible to all with a consistent and complimentary palette of materials, street furniture and landscaping.
- **Connect to the wider networks** - Ensure continuity of the active travel network through the urban village to support people moving to and from the light rail network.

MAP 10 MACARTHUR FRAMEWORK PLAN



DICKSON URBAN VILLAGE FRAMEWORK PLAN

INTENT

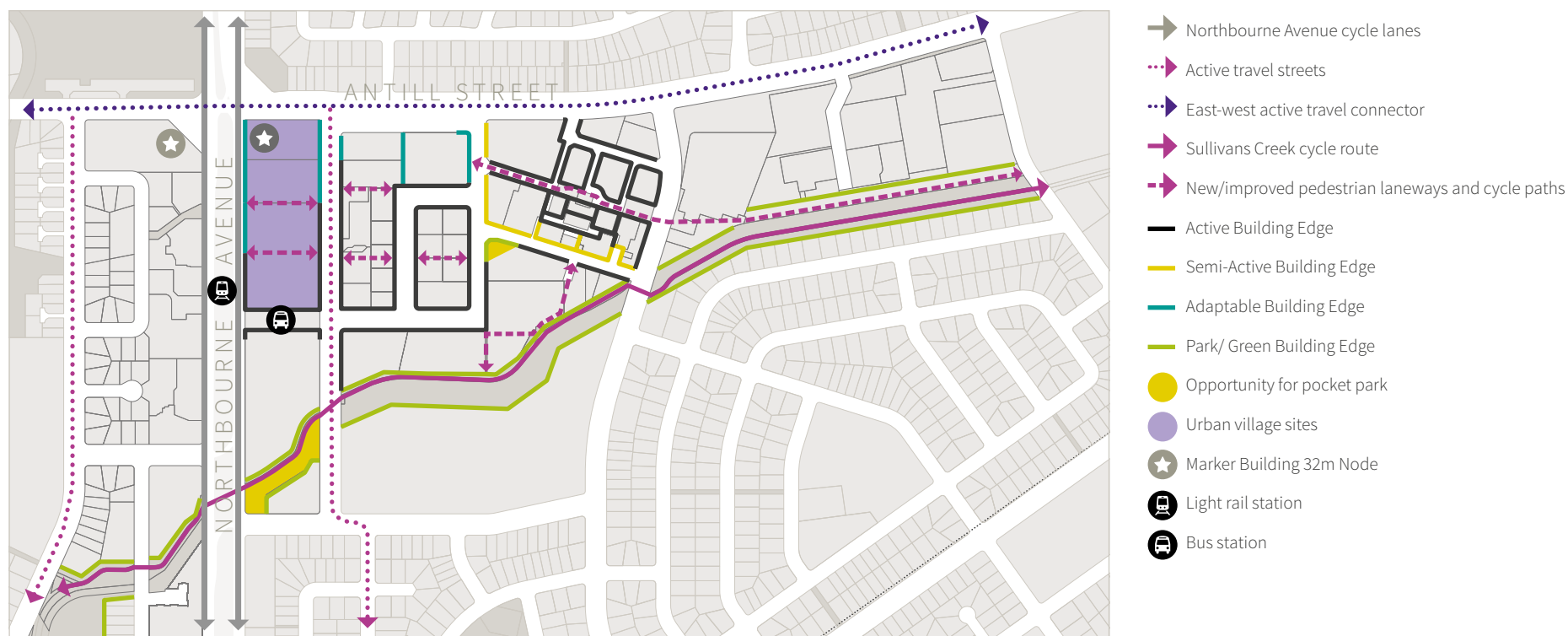
Creating a public transport interchange in Dickson will bring new opportunities for the group centre, with the light rail station located on Northbourne Avenue and the new bus station on the Cape Street extension. Together with the proposed government office building, there is opportunity to revitalise this section of the Northbourne Avenue corridor, to initiate the development of an urban village:

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

DESIGN CRITERIA

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

MAP 11 DICKSON URBAN VILLAGE FRAMEWORK PLAN





ACCESS AND MOVEMENT

This chapter articulates an integrated transport network for the corridor that responds to growing demand for travel and the need to provide better access to services, employment and sustainable transport choices.

Light rail, integrated with the bus network, will provide frequent, reliable and high-amenity public transport in the corridor. Improved walking and cycling connections will also provide more options for sustainable movement around the corridor. Changes to Canberra's wider road network will reduce through-traffic by encouraging use of alternative routes, including the peripheral parkway system. These changes will create the opportunity to design streets around people and activity rather than vehicle through-traffic.



STRATEGIC TRANSPORT NETWORK

The integrated transport network considers all transport modes, their key networks and how they interact. **Figure 9** conceptually depicts the strategic transport network elements. The public transport, road, and active travel (walking and cycling) networks make up the overall transport network.

Key design elements include:

- Improving public transport by integrating light rail and buses
- Developing an effective road network that recognises greater public transport function of Northbourne Avenue while also providing effective through travel by-pass of important people-focused centres and areas
- Improving routes and connections for walking and cycling and creating streets for people
- Managing the demand for travel

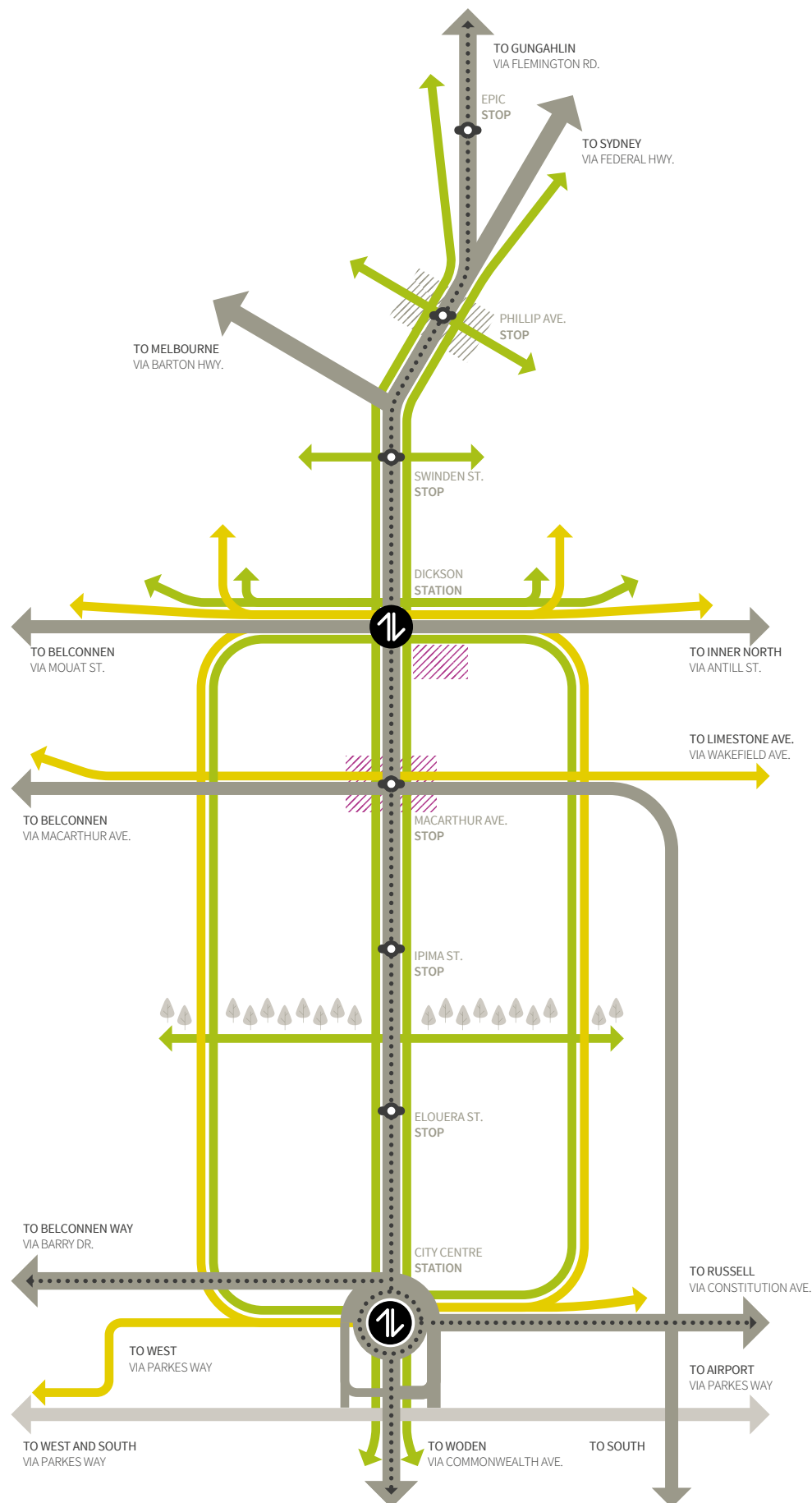
The integration of transport networks aims to balance the needs of each transport mode and deliver the best use of finite space in the corridor. It aims to provide greater mode choice by increasing the priority of and support for active travel.

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

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



FIGURE 9 CITY AND GATEWAY CORRIDOR
STRATEGIC TRANSPORT NETWORK DIAGRAM



TRANSPORT STATIONS AND STOPS

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

TRANSPORT NETWORK INTEGRATION

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

ROAD NETWORK

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

MANAGING THE DEMAND FOR TRAVEL - PARKING MANAGEMENT

- Parking plan for the City centre
- Parking and Vehicular Access management

IMPROVING ACTIVE TRAVEL OPTIONS

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

PLACES AND STREETS FOR PEOPLE

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

URBAN BOULEVARD - NORTHBOURNE AVENUE

- Vehicular access management to support active travel
- Increase passenger capacity and reduce traffic lanes over time
- Reclassify from arterial to transit boulevard

ROAD NETWORKS

- Transit boulevard
- Arterial road
- Strategic route

PUBLIC TRANSPORT NETWORKS

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

ACTIVE TRAVEL

- Active travel

OTHER

- Urban village
- Future urban village
- Transport interchange
- Light rail station
- Haig Park

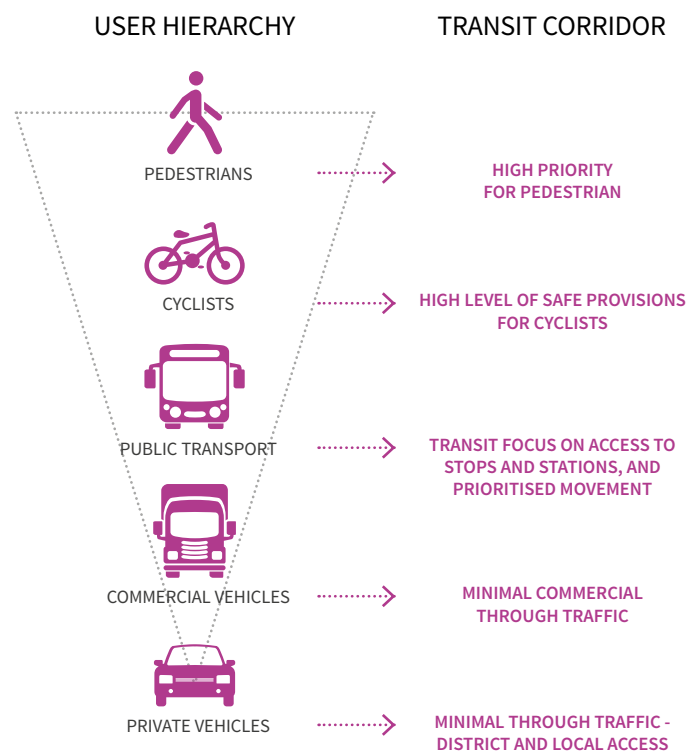
A PEOPLE-FIRST APPROACH

The city and gateway corridor has a strategic role to achieve the overall increases in active travel mode share targets. To meet the ACT Government's target of 30% active travel for the whole of the ACT, the increase of the share of active travel to, from and within the city and gateway corridor will need to increase disproportionately.

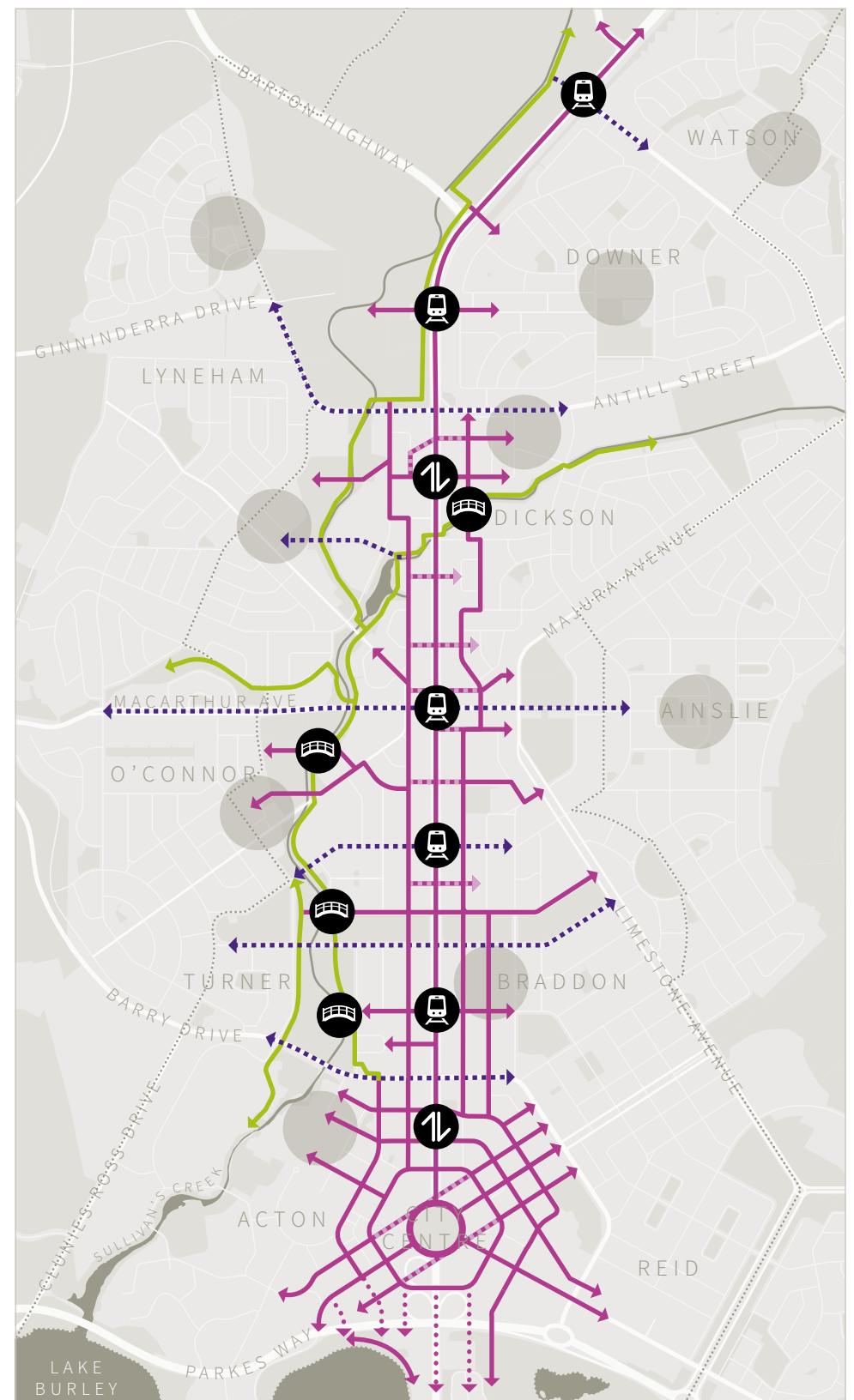
Therefore the Framework is establishing a 'people-first' approach to access and transport. A transport user hierarchy with a people-first approach places the highest priority on pedestrians, followed by cyclists, public transport and, lastly, private vehicles (Figure 10).

The approach will improve the safety of everyone using the transport network, particularly vulnerable users such as pedestrian and cyclists. It will encourage more active travel (or sustainable transport modes) for all ages and abilities and support a more compact and higher-quality urban environment. The approach helps implement the Minister for Planning and Land Management's Statement of Planning Intent, which also prioritises a people-first approach in delivering high quality public spaces and streets.

FIGURE 10 REDEFINING NORTHBOURNE AVENUE AS A TRANSIT CORRIDOR



MAP 12 GATEWAY CORRIDOR WALKING CONNECTIONS



- Main pedestrian streets and routes
- Community route Including Sullivan's Creek
- Proposed pedestrian links
- East-West connections
- Through-block links
- Light rail station
- Transport interchange
- Proposed pedestrian/cycle bridge
- Centres

STRATEGIC WALKING NETWORK

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

INTENT

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

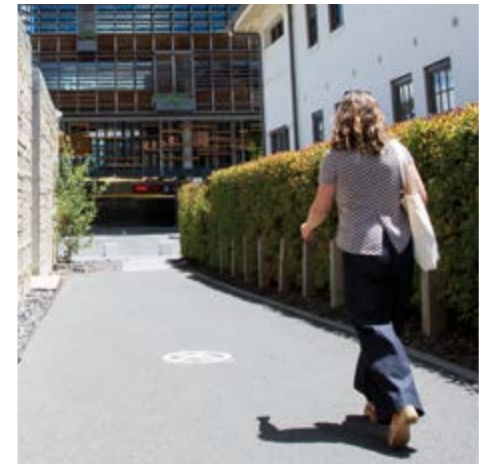
Map 12 identifies strategic walking connections that will enable greater pedestrian connectivity across and along the corridor and within the city centre.

Strategic areas of focus for pedestrian facility improvements are:

- ensuring existing paths are well maintained and safe for establishing strong linkages between the ANU, Braddon and long-stay car parking on the periphery of the city centre
- creating a sense of journey and a unique pedestrian experience between the city centre and Lake Burley Griffin
- expanding the city cycle loop to separate pedestrians from cyclists in the city centre
- prioritising city centre streets for people and activity in prime locations (e.g. through the introduction of share-ways)
- reducing the dominance of vehicle traffic and parking in prime city centre locations
- elevating the status of key pedestrian routes by reducing pedestrian wait times at signalised intersections
- improving accessibility by providing cross-block pedestrian links through new development sites.

DESIGN CRITERIA

- Improving pedestrian facilities such as wider footpaths and safer crossings
- Reducing pedestrian wait times on key signalised intersections and giving pedestrians the walk signal six seconds before the light turns green to make them visible to turning cars
- Adding shade, vegetation and street furniture to make walking more comfortable
- Improving street lighting to make people feel safe at night in targeted locations
- Improving wayfinding and signage so that people easily know how to get between destinations and to public transport
- Implementing lower speed environments on targeted city and gateway corridor streets to support more pedestrian activity, cycling and to improve safety for all road users
- Ensuring that mid-block pedestrian links are provided when long blocks adjacent to Northbourne Avenue are redeveloped so that pedestrians have convenient access to Northbourne Avenue (refer to **Map 16** and **Figure 13** in the Section on Access Management of Northbourne Avenue where mid-block linkages are to be provided).



STRATEGIC CYCLING NETWORK

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

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

However, recent studies show that women and older people are under represented. By considering infrastructure targeted to the interested yet concerned or less confident cyclist, there is scope to attract many more riders, particularly for short trips of 2 to 5km. Cycling is like a more efficient form of walking, extending the convenient walking distance from 1km to 5km if you cycle.

Map 13 shows the desired strategic cycling network with a series of alternative types of cycling infrastructure.



NORTHBOURNE AVENUE CYCLE LANES AND ACTIVE TRAVEL STREETS

The existing Northbourne Avenue on-road cycle lane (**Map 13**) is a popular facility that is used particularly by confident cyclists and commuters as the most direct route for travel north and south, to and through the city centre. Feedback from consultation indicates that, for the broadest range of users, this on-road facility is less attractive because of its proximity to general traffic. Alternative routes to Northbourne Avenue such as residential side streets and Sullivans Creek shared path are very popular, despite being less direct. They are perceived to be safer because the routes are either separated from traffic or in environments with less and slower traffic.

INTENT

Northbourne Avenue's verge will be increased to incorporate the existing on-road cycle lane by raising it to the level of the verge and separating it from the traffic.

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

DESIGN CRITERIA

Greater separation from traffic will improve the safety of the cycle lane on Northbourne Avenue. The opportunity exists to improve the Northbourne Avenue cycle lane by separating cyclists from traffic and integrating the cycle lane into the verge. A separated cycle lane will be more attractive to a broader range of users, including city centre residents and residents of neighbouring suburbs. This safer design is consistent with the recently established city cycle loop and is considered a logical expansion of this network. From a network perspective, this facility will also continue to provide for commuters travelling to or through the city centre.

In the longer term, alternative facility designs and alignments for the cycle lanes along Northbourne Avenue should be considered. **Figure 11 and 12** identify an option for an alternative cycle lane design.

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



GARDEN CITY CYCLE ROUTE

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

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

INTENT

Using a variety of streets and places, the route would attract both cyclists on local trips and visitors exploring the city. The proposed Garden City Cycle Route would use existing streets to link Watson, Dickson, Ainslie and Braddon before connecting to the city and lake edge via the inner city cycle loop on Bunda and Allara streets. The route identified in **Map 13** is notional and links schools, local centres and green spaces. The map also shows alternative or additional route options. A strong wayfinding strategy is recommended to complement the Garden City Cycle Route. Branding will also be considered.

Recent stakeholder engagement suggested that a section of the route could use the alignment of Haig Park to improve east-west connections in the corridor in the future, complementing other east-west connections of Macarthur Avenue and Condamine and Ipima streets.

DESIGN CRITERIA

To maximise safety, the Garden City Cycle Route is proposed as a dedicated lane for cyclists, separated from vehicles and pedestrians.

MAP 13 CITY AND GATEWAY CORRIDOR KEY CYCLE NETWORK ROUTES

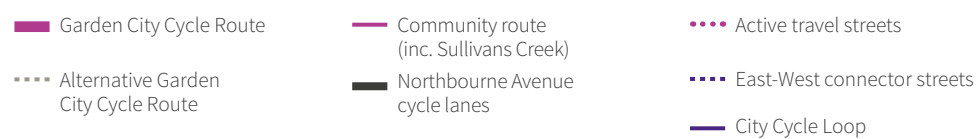
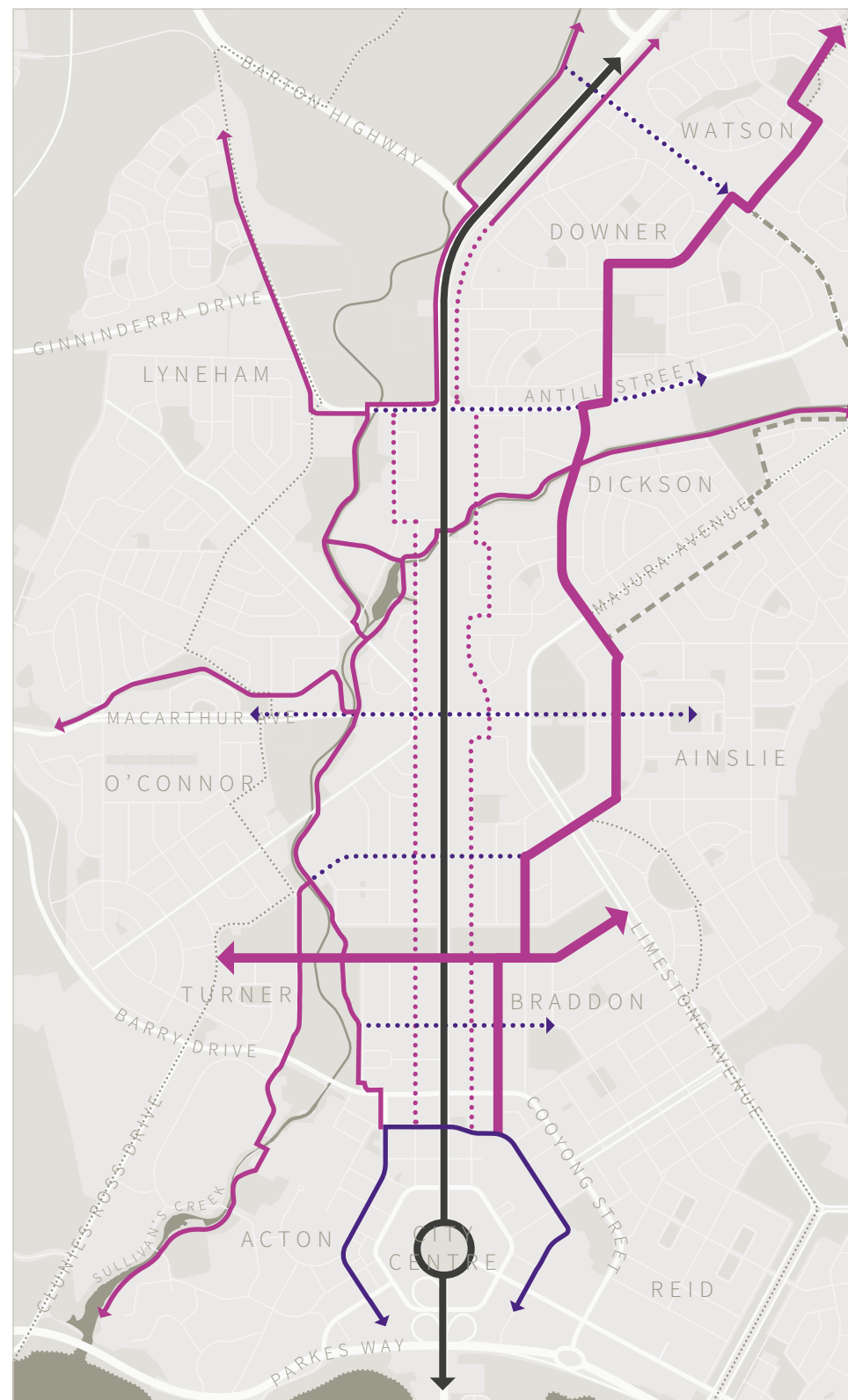
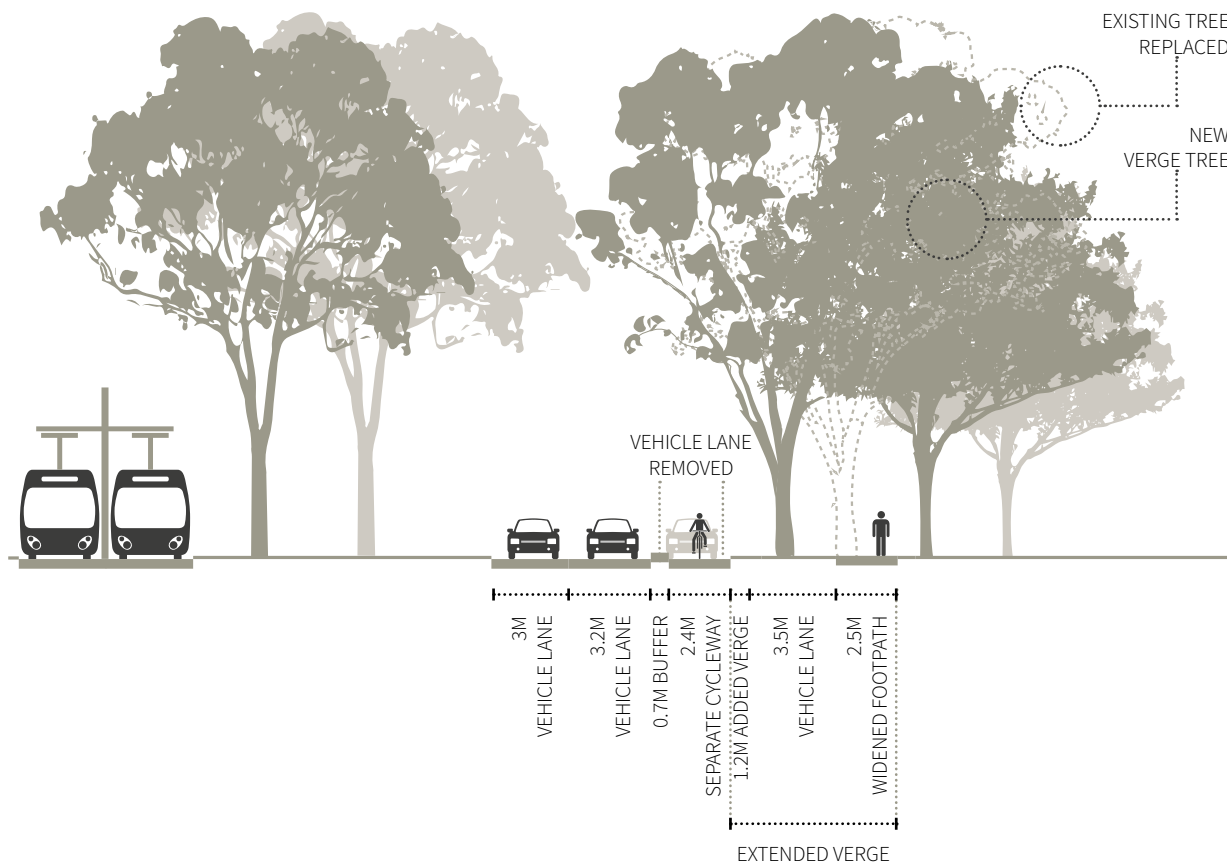


FIGURE 11 FORMAL LANDSCAPE AVENUE CROSS-SECTION MEDIUM TERM
NORTHBOURNE AVENUE 3 LANES EACH WAY WITH SEPARATE CYCLE LANE



FIGURE 12 FORMAL LANDSCAPE AVENUE LONG-TERM ASPIRATION
NORTHBOURNE AVENUE 2 LANES EACH WAY WITH SEPARATE CYCLE WAY
AND EXTENDED VERGE



SULLIVANS CREEK COMMUNITY ROUTE

The Sullivans Creek shared path on the western side of the corridor currently attracts a diverse group of cyclists. It has recently been widened in parts and road crossings improved, which is a reflection on its popularity. The path runs along the Sullivans Creek open space corridor, providing a high amenity as well as safe and convenient cycling route.

INTENT

There are opportunities to extend this popular route to the north and south.

EAST-WEST CONNECTOR STREETS

Improvements to cycling and pedestrian infrastructure have been undertaken in preparation for the beginning of light rail operation in 2018. Improvements include footpath widening and cycle lane installation on streets perpendicular to Northbourne Avenue, which is the active travel catchment of light rail. Condamine Street and Macarthur and Wakefield avenues are locations where improvements are planned or complete (Map 13). These improvements will continue.

STRATEGIC ROAD NETWORK

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

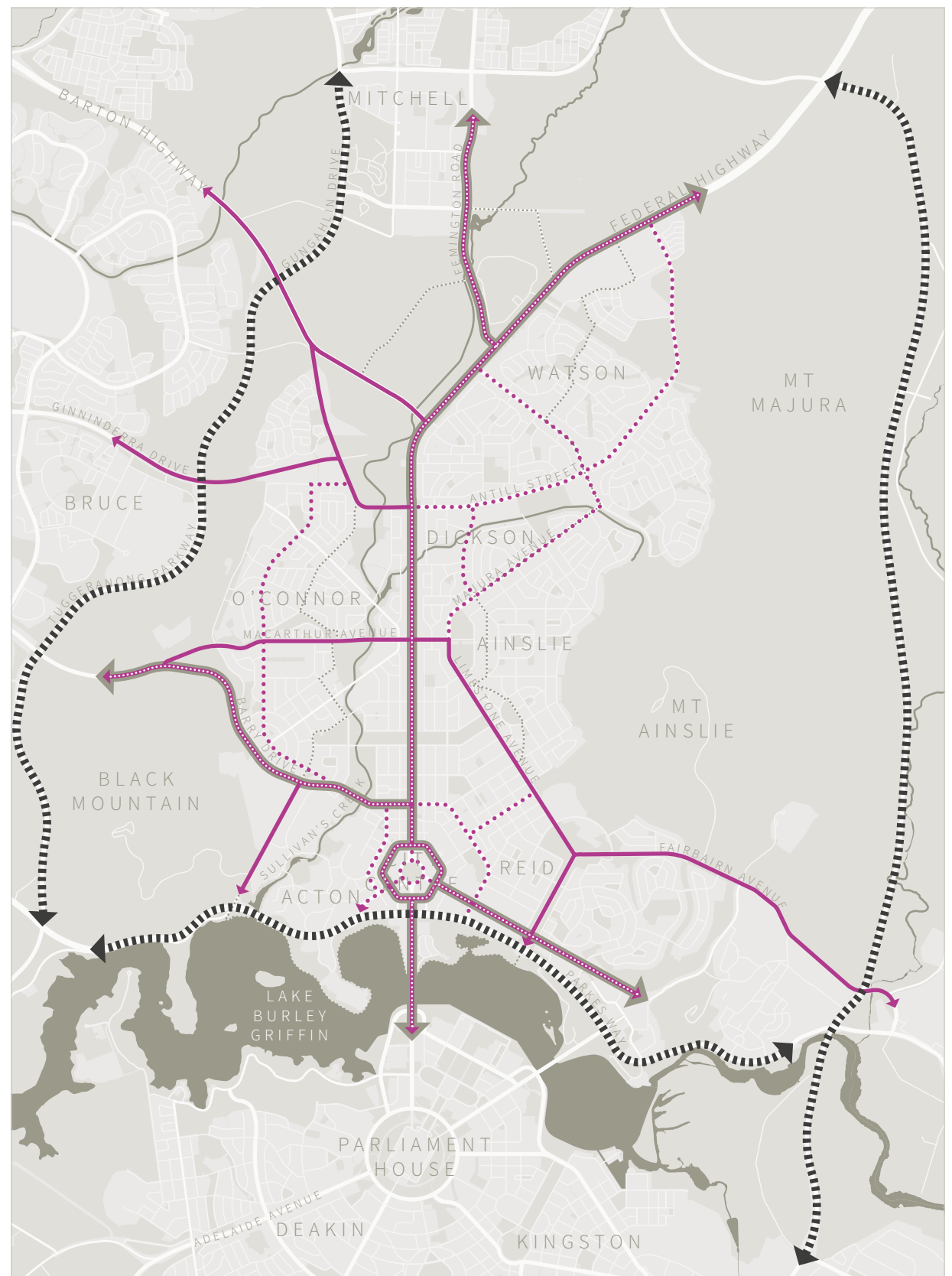
THE CHANGING ROLE OF NORTHBOURNE AVENUE

Northbourne Avenue is part of Transport Canberra's Frequent Network for mass rapid transit and is integrating Light Rail Stage 1 in the near future. The transit role and function of Northbourne Avenue could improve if through-traffic is diverted to alternative routes, including the arterial road networks of Majura Parkway and Gungahlin Drive, and alternative modes of transport are encouraged and improved. Transport modelling shows that a 50% reduction in through-traffic could occur as a result of:

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

To support these changes, road network improvements will need to be made that take into account the wider metropolitan scale. This includes improvements to strategic routes (such as the parkways) and the district network of roads and changes to traffic distribution in certain areas (such as in and around the city centre) (Map 14).

MAP 14 PROPOSED CITY AND GATEWAY ROAD NETWORK HIERARCHY

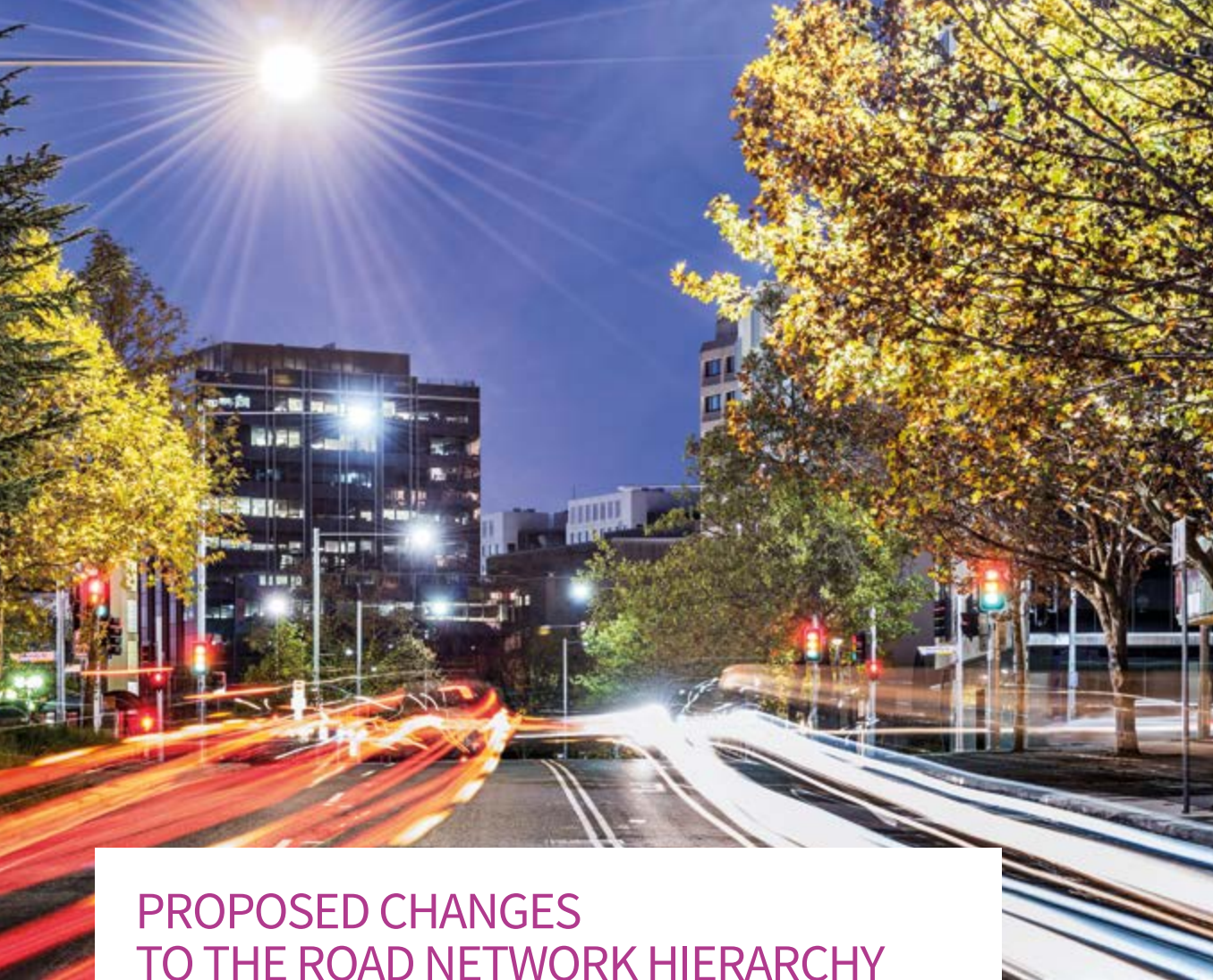


|||| Strategic

—●— Transit

— Arterial

... Distributor



PROPOSED CHANGES TO THE ROAD NETWORK HIERARCHY

Over time, Northbourne Avenue is transitioning into a transit boulevard with greater public transport and local traffic distribution function. By transforming the avenue to a people-focused boulevard, it will be safer and more attractive for people using active travel, including public transport, yet move more people. To support this transformation, it is proposed that Northbourne Avenue's road hierarchy classification be changed from 'arterial road' to 'transit corridor'.

The ACT road hierarchy will need to recognise a new classification and define the user priority for transit corridors routes. By identifying a new classification that recognises the greater role of active travel in the corridor, including public transport, transport planners will be able to design the whole transport network to respond to this policy.

There are strategic transport planning opportunities to comprehensively revise the road hierarchy classifications and consider changes to other road classifications in the future where planning identifies the need for functional or character changes. This may also apply, for example, to the planning of light rail stage 2.



ACCESS MANAGEMENT FOR NORTHBOURNE AVENUE

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

VEHICLE ACCESS

INTENT

Vehicle access to sites shall be located and designed to ensure pedestrian priority. The design of vehicle access arrangements should ensure that pedestrian desire lines and footpaths are maximised, the vehicle access way width is minimised and its materials integrate seamlessly with the intended verge and setback area character.

Map 15 identifies the existing and proposed vehicular access along Northbourne Avenue.

DESIGN CRITERIA

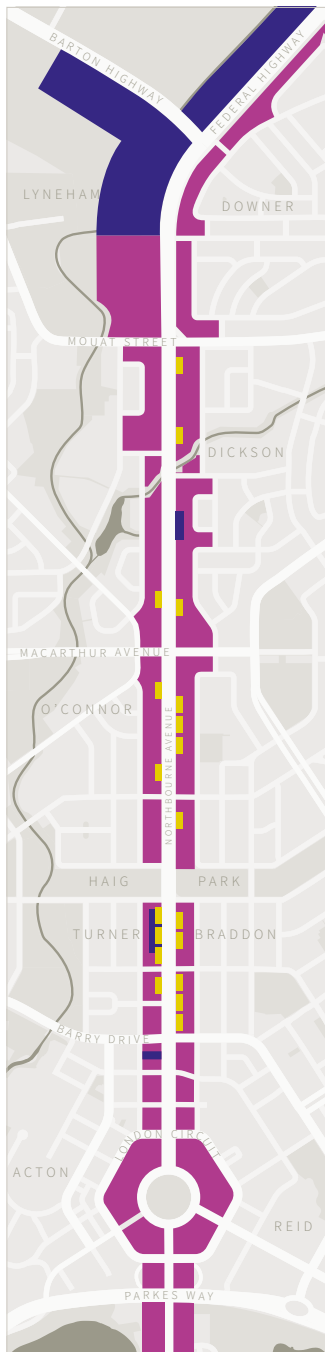
Vehicle crossovers to Northbourne Avenue shall be minimised.

In general, sites shall share vehicle access, via a shared space that can extend from Northbourne Avenue to the rear street frontage, and may comprise designated mid-block links. The space shall be designed to prioritise pedestrian movement, contain high quality public realm treatments, including tree planting, footpaths and lighting.

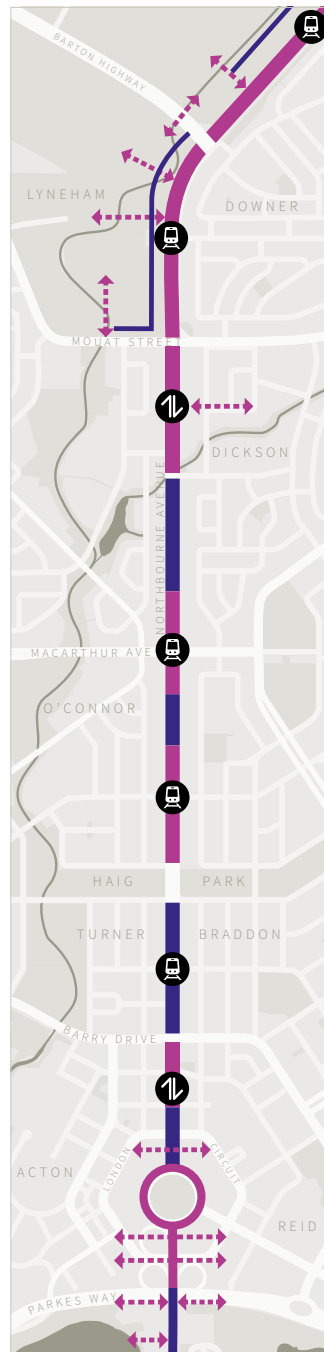
Where a site cannot accommodate shared access, a maximum one crossover shall be permitted.

MAP 15 NORTHBOURNE VEHICULAR ACCESS



A EXISTING



B PROPOSED



- Rear and side street access
- No alternative access from side or rear streets
- - - Existing set down driveway

- Parallel service access street
- - - Recommended future street connection
- No new set down driveways
- Limited direct access
-  Light rail station
-  Transport interchange

BICYCLE AND CAR PARKING

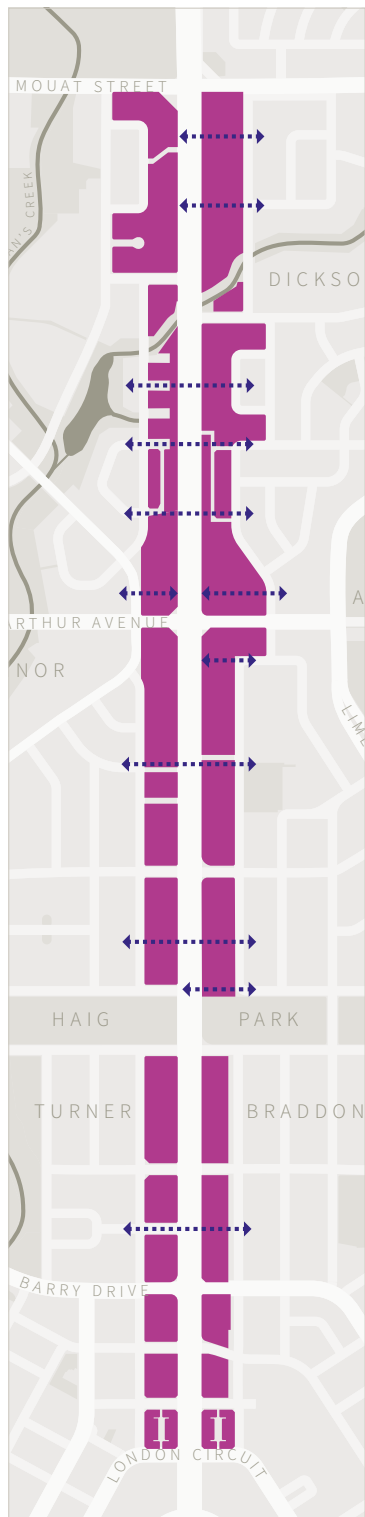
INTENT

Integrating car parking within buildings has a significant impact on site planning, landscape and building design. On-site parking can be located underground or above ground within a structure. At grade car parking should be limited to enable delivery of intended landscape and communal open space outcomes.

DESIGN CRITERIA

- Car parking should be provided in basements or within parking structures screened from the public realm by occupiable floor space.
- The number of car parking bays complies with adopted car and bicycle parking standards.
- Protrusion of car parks should not exceed 1m above ground level. Design solutions may include stepping car park levels or using split-levels on sloping sites.
- Direct, clearly visible and well-lit access should be provided into common circulation areas.
- A clearly defined and visible lobby or waiting area should be provided to lifts and stairs.
- Natural ventilation should be provided to basement and sub-basement car parking areas.
- Ventilation grills or screening devices for car parking openings should be integrated into the facade and landscape design.
- Conveniently located and sufficient numbers of parking spaces should be provided for motorbikes and scooters.
- Secure undercover bicycle parking should be provided that is easily accessible from both the public domain and common areas. End of trip facilities should be provided in non-residential buildings, consistent with Territory requirements.
- Outdoor and accessible bicycle parking should be provided for non-residential development. This may be accommodated in the verge or setback area where deemed appropriate and does not impact on pedestrian enjoyment of the street environment.
- Conveniently located charging stations are provided for electric vehicles, where desirable.
- On grade parking should be avoided. Where on-grade car parking is unavoidable, the following design solutions are used:
 - > parking is located on the side or rear of the lot away from the primary street frontage
 - > cars are screened from view of streets, buildings, communal and private open space areas
 - > safe and direct access to building entry points is provided
 - > parking is incorporated into the landscape design of the site, by extending planting and materials into the car park space
 - > stormwater run-off is managed appropriately from car parking surfaces
 - > bio-swales, rain gardens or on site detention tanks are provided, where appropriate
 - > light coloured paving materials or permeable paving systems are used and shade trees are planted between every 4-5 parking spaces to reduce increased surface temperatures from large areas of paving

MAP 16 WHERE MID-BLOCK LINKS ARE TO BE APPLIED



↔ East-west mid-block links

MID-BLOCK LINKS

INTENT

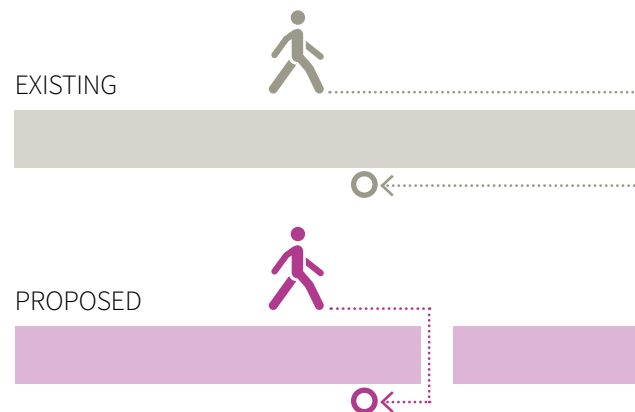
Mid-block links provide pedestrian and shared accessibility through Northbourne Avenue’s urban network. New mid-block links will provide legible, safe and comfortable movement through to points of activity and the transit corridor. Modestly scaled mid-block links between 5m and 10m wide can provide a public right of way through development sites to break up long blocks. Laneways do not require active frontages to be effective, and ground level entries to multi-unit residential dwellings can support adequate surveillance and a pleasant shady walking environment.

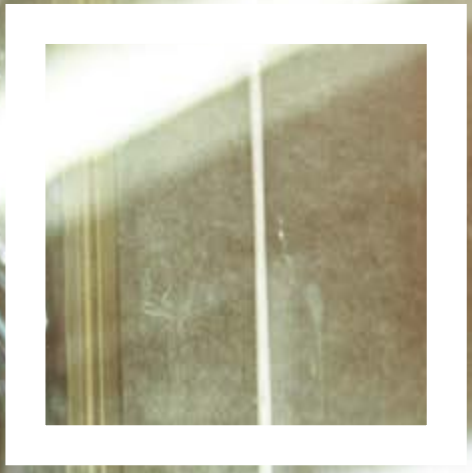
Map 16 identifies where mid-block links should be applied in the corridor.

DESIGN CRITERIA

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

FIGURE 13 IMPROVING WALKING TIMES THROUGH PROVISION OF MID-BLOCK LINKS









BETTER PLACES AND ACTIVE STREETS

This chapter guides the transformation of our public areas, open spaces and streets into people- and business-friendly places that promote community life and engender a distinctive cosmopolitan atmosphere.

When competing with other cities for talent and tourists, our urban places, laneways and parks are our business card to the world and an important indicator of Canberra's values, culture and quality of life.

WHAT IS PLACE MAKING?

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

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

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

WHAT MAKES GOOD PLACES AND STREETS?

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

FIGURE 14 STREETScape ELEMENTS



IDENTITY

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



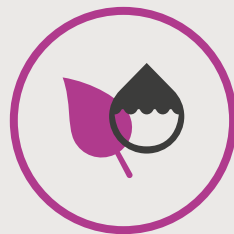
PEDESTRIAN FOCUS

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



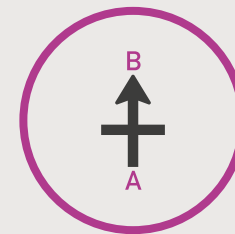
ATTRACTIVE AND SAFE

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



RESOURCE EFFICIENT

- Incorporate Water Sensitive Urban Design Principles
- Create a continuous tree canopy to combat Heat Island Effect, and increase biodiversity
- Utilise materials which are durable, visually appropriate to their setting, easily maintained and locally sourced, wherever possible
- Allow for utilities, but they should not dictate layout



EASE OF MOVEMENT

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





DESTINATION PARK THEMES

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



SPACES FOR PLAY

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



NATURALISED AREAS

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



SPACES FOR EVENTS

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



COMMUNITY GARDENS

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



SOCIAL SPACES FOR GATHERING

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



NORTHBOURNE PLAZA

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

INTENT

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

DESIGN CRITERIA

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

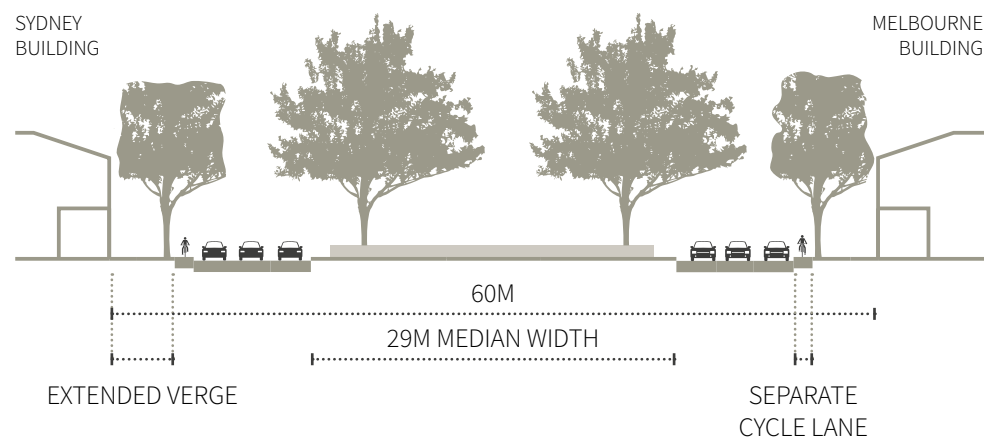
The changes will revitalise the pedestrian environment, better connect the plaza to Alinga Street and City Walk and extend the city walking network towards London Circuit and City Hill, stimulating new street life and activity and benefiting tenancies within the Sydney and Melbourne buildings.

A separated and dedicated cycle path will extend the city centre cycle network. The first stage of Northbourne Plaza will involve an increase in the width of the verges on each side of Northbourne Avenue from 2.5m to approximately 5m by relocating the bus set-down. In addition, the existing cycle lane will be widened from 1.2 to 1.5m and be separated from pedestrians and traffic. These improvements can be made without reducing the width of the existing median, and there will still be three lanes each way for vehicles in the initial stage (Figure 15 A).

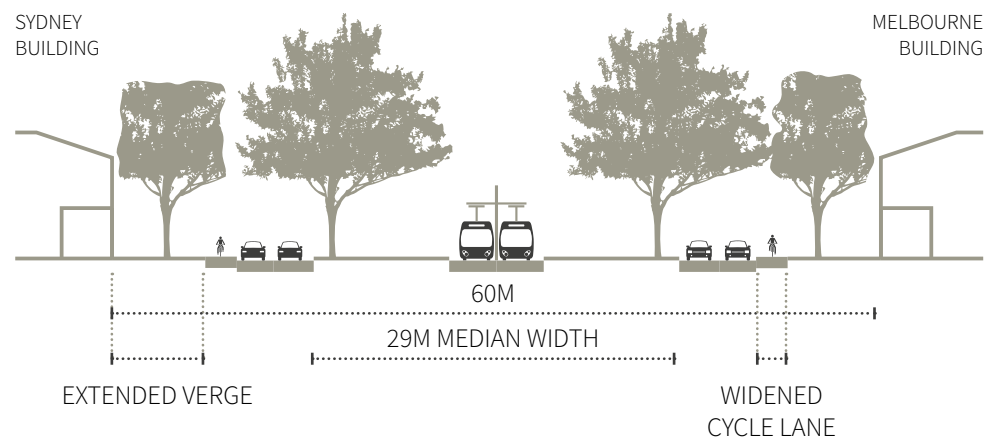
In the final stage, light rail will extend through Northbourne Plaza. Depending on the final spatial requirements of light rail, the verge (including cycle lane) could be increased further from approximately 6.5m to 9.7m. This can be achieved by removing one traffic lane on each side (Figure 15 B). The widened verge can provide for generous footpaths with opportunities for new street activities, street trees, wider separated cycle lanes, and space for footpath dining.

FIGURE 15 CITY CENTRE NORTHBOURNE AVENUE TRANSFORMATION

A NORTHBOURNE PLAZA - STAGE 1 ALINGA STREET - LONDON CIRCUIT



B NORTHBOURNE PLAZA - FINAL STAGE ALINGA STREET - LONDON CIRCUIT





REVITALISE HAIG PARK

Haig Park is a significant green space and heritage-listed landscape feature at the heart of our city centre. Currently, Haig Park is one of the inner city's largest yet most underutilised parks. The park is linear in design, straddling Northbourne Avenue and located next to the major urban renewal areas of Turner and Braddon (Map 17).

INTENT

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

As part of reimagining a future Haig Park, a master plan is currently being prepared with strong input from the community. A first phase of community engagement in 2017 focused on understanding stakeholder and community views, issues and aspirations for Haig Park. It confirmed that people value and appreciate the park as a large green space close to the city centre. Many feel that the park needs to be improved to meet the needs of the changing urban area around it. The degree of change the community wants to see for Haig Park is varied. Community members have suggested cafes, food vans and events in Haig Park, while others would like the park preserved as it is, with minor changes to lighting, pathways and maintenance. Generally, the community considers that the park can provide for a variety of different active and passive uses, rather than the whole park being designed for one purpose.

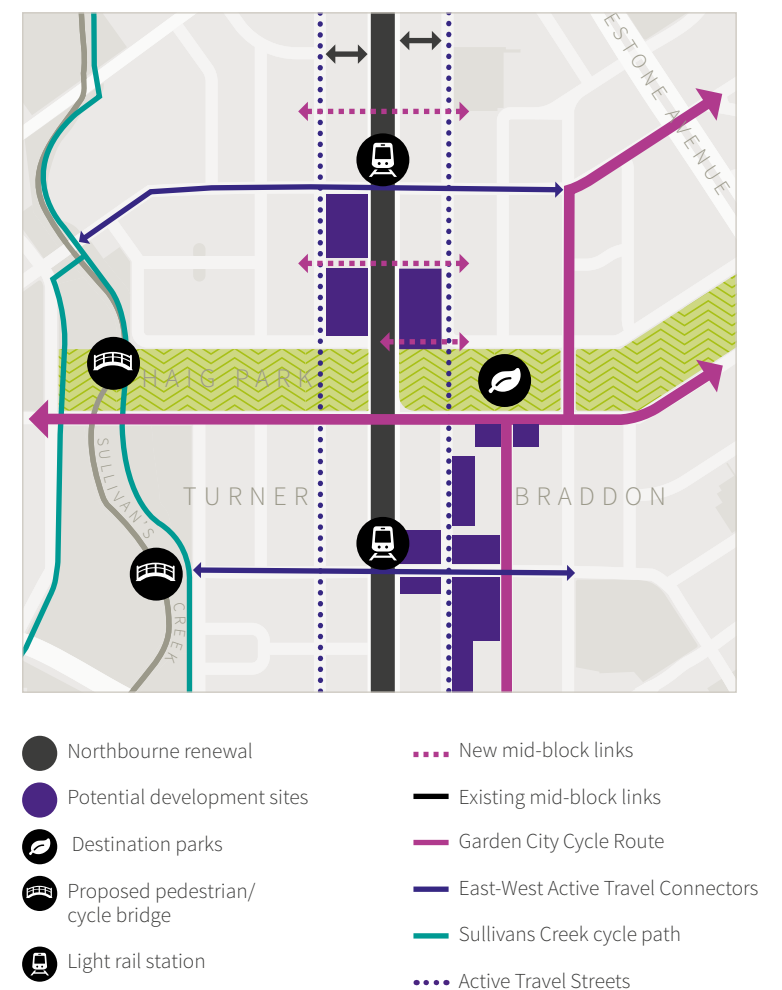
DESIGN CRITERIA

In response to the community's feedback, the following design elements have been developed:

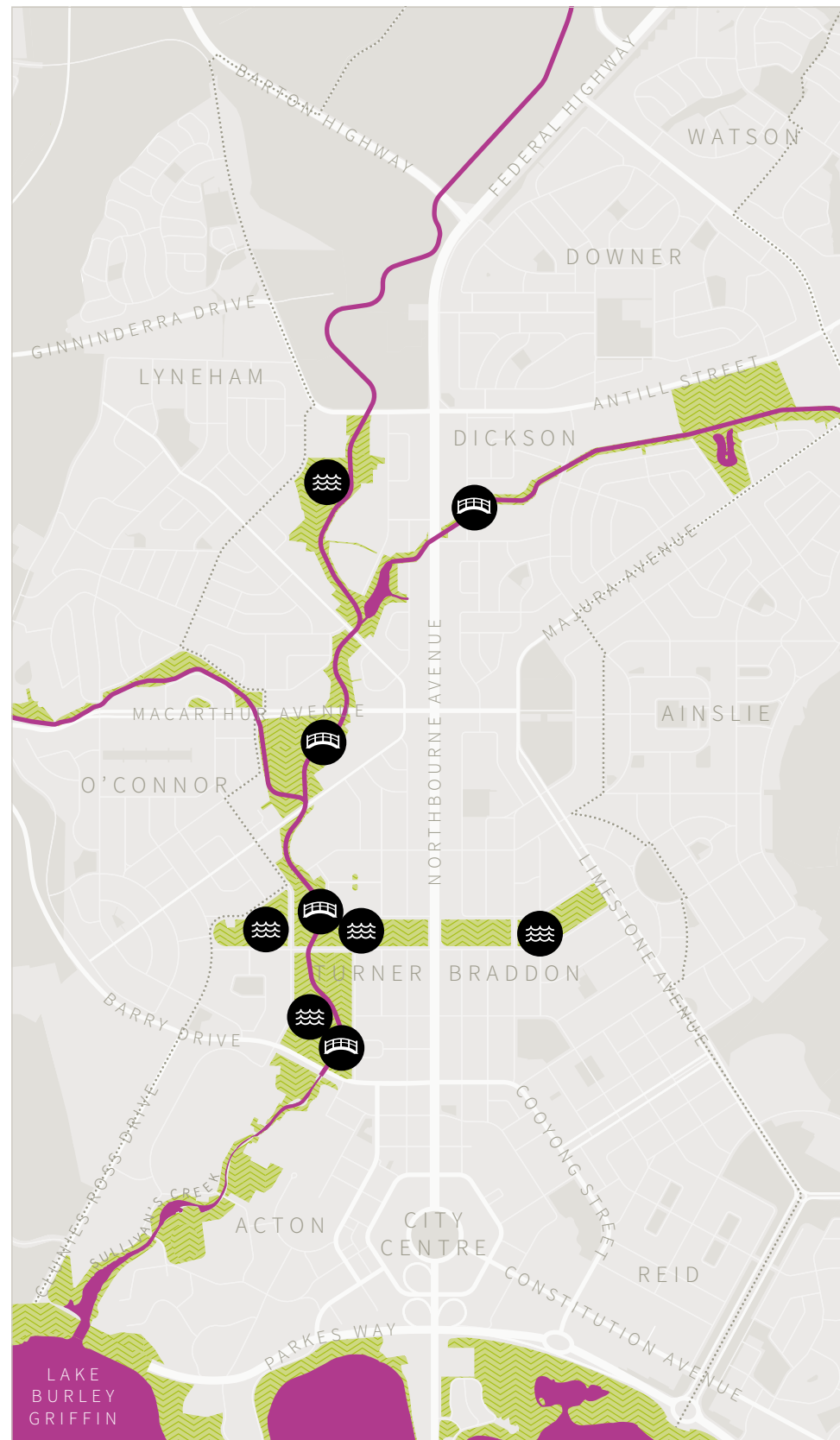
- **Park rooms** - proposes various smaller zones for different active and passive uses and programmed activities
- **Edges** - defines primary edges for activation, entries to the park, shared environments and quiet edges
- **Pathways** - suggests path networks for pedestrians and cyclists, including linear plazas, park streets, formalised desire lines and safe crossing points
- **Activities** - defines themed activity areas comprising of various park rooms, including quiet recreation and reflection, nature play, exercise and formal play, events and markets and a civic plaza.

This preliminary design concept has been tested with the community and a draft master plan is anticipated to be released for public feedback soon.

MAP 17 REVITALISING HAIG PARK



MAP 18 LOCATION OF PROPOSED WETLANDS, PEDESTRIAN AND CYCLE BRIDGES



CONNECT AND ENHANCE SULLIVANS CREEK

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

INTENT

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

DESIGN CRITERIA

CREATE A SERIES OF DESTINATIONS

The creek corridor will become a safe, welcoming and pleasant commuter route and recreational 'green spine' through the city, incorporating a series of destinations along the way - for example, parks and wetlands adjacent to the creek and recreation areas. Interpretative signage can be incorporated to celebrate the Aboriginal cultural heritage of the local area and history of the Northbourne Housing Precinct.

IMPROVE STORMWATER MANAGEMENT AND ECOLOGICAL VALUES

A continuous green space link from the north to the south will create a unique, natural movement network, so Sullivans Creek will be recast as a major natural asset. Over recent years, a sequence of sustainable wetland and water harvesting initiatives have already been completed along the creek corridor. These initiatives have demonstrated the significant potential that exists to revitalise the corridor. Innovative engineering projects have transformed parts of the creek into more engaging public spaces while delivering on water quality, flood mitigation and ecological objectives. As urbanisation of the corridor continues to increase the area of impervious surface, flood mitigation options will need to be considered as complementary works with the further development of the creek corridor. Five additional urban wetland locations are identified next to the creek corridor (Map 18) to help regulate the flow of water in the main channel and provide increased amenity for surrounding areas.

ACKNOWLEDGE THE CULTURAL RIGHTS OF ABORIGINAL AND TORRES STRAIT ISLANDER PEOPLES

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

FIGURE 16 POTENTIAL EDGE TREATMENT OF SULLIVANS CREEK



INCREASE ACTIVE TRAVEL OPPORTUNITIES

The Sullivan's Creek corridor is one of the most heavily utilised active travel routes in Canberra. Opportunities exist to reinforce and extend this network. At the moment, the pathways cross a number of busy vehicle routes. The continuity of the pathways can be improved in these locations by giving path users greater priority and formalising crossing arrangements as demonstrated in recent upgrades in Turner and O'Connor (**Map 18**). Further upgrades would improve travel times, reduce the potential for accidents and encourage more walking and cycling. Opportunities also exist to strengthen active travel connections across the creek by providing additional cycle and pedestrian bridges to improve east-west active travel links between key destinations and strengthen connections with public transport (**Map 12**).

IMPROVE SAFETY AND SURVEILLANCE ALONG THE CREEK

The boundary conditions of the Sullivan's Creek park system vary considerably along its length. Street frontages account for over half of Sullivan's Creek's edges. These frontages allow pedestrians to access the area and provide passive surveillance for improved safety. However, the remaining edges mostly comprise back fences. These areas have low levels of passive surveillance from adjacent uses and may therefore feel unsafe. Urban renewal creates opportunities to improve this interface. There is the opportunity for buildings of adjacent blocks to better address and enhance access to the creek (**Figure 16**). However, it should be noted that, given the potential flooding risk associated with development next to Sullivan's Creek, any additional development or redevelopment should be assessed against standards for floods up to and above the 1% Annual Exceedance Probability.

IMPROVE LINKS WITHIN THE OPEN SPACE NETWORK

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

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



SUSTAINABLE COMMUNITIES AND URBAN CULTURE

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

INTENT

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

- Plan and deliver high quality public spaces that are liveable and allow for culturally enriched lifestyles and the enjoyment of nature in the city. This will be achieved by urban renewal of public spaces and buildings so that those places support a greater variety of cultural activities, a stronger evening and night-time economy and safe recreation opportunities with landscaped parks, gardens and play areas.
- Design and facilitate public spaces for people that support safe, healthy and active lifestyles (**Figure 17**) so that it is easy for workers, residents and visitors to be active in the urban environment on a daily basis for greater physical and mental health and wellbeing.
- Ensure that suitable, adaptable, affordable and well designed housing is available to a broad cross-section of Canberrans regardless of their age, household structure or tenure status.
- Collaboratively plan and deliver community, sport and recreation facilities and services, ensuring that existing facilities are fit-for-purpose and can adapt to meet future community needs and that people-friendly public space is provided through urban renewal as required (**Figure 18**).
- Support the transition to a net zero emissions city by ensuring efficient and sustainable buildings are available and the urban form supports low carbon living.

FIGURE 17 TARGET GROUPS FOR HOUSING DIVERSITY



MILLENNIALS

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



ACTIVE RETIREES

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



FAMILIES

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

FIGURE 18 ACTIVE LIVING PRINCIPLES



CONNECTED PLACES

Providing connections between major uses and activity centres.



OPEN SPACE

Providing high quality open spaces, parks and places.



MIXED LAND USE AND DENSITY

Encouraging diversity in activities, land uses and development densities.



SAFE AND ATTRACTIVE PLACES

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



SUPPORTIVE INFRASTRUCTURE

Providing supportive infrastructure that encourages regular physical activity.



ENVIRONMENTS FOR ALL

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

FIGURE 19 PRINCIPLES OF COMMUNITY FACILITIES



© Australian Capital Territory, Canberra 2017

This work is copyright. Apart from any use as permitted under the Copyright Act 1968, no part may be reproduced by any process without written permission from:

Director-General, Environment and Planning Directorate,
ACT Government, GPO Box 158, Canberra ACT 2601.

Telephone: 02 6207 1923

Website: www.planning.act.gov.au