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The vitality and viability of Canberra’s heart will be a key focus of planning over the next few years as three major projects converge to provide an integrated strategic approach for shaping the future of the City. The Canberra Plan, the Central Canberra Implementation Program and the City West Master Plan will work together to achieve the recommendation of the OECD Urban Renaissance review of 2002 to realise the potential of the City as ‘Canberra’s pre-eminent urban centre’.

While the Canberra Plan’s Spatial Plan addresses the whole of Canberra, the Central Canberra Implementation Program will ensure that the City heart is a vital element in building the viability of Canberra. It will create a strong economic and cultural focus for Canberra and the region. It will build on the principles that have emerged from the development of the City West Master Plan.

The City West Master Plan is a key part of this suite of integrated strategies to progress Canberra along the path of a sustainable future. The City West Master Plan focuses on revitalising the area in the City that lies between the Australian National University and City East by building on the social, economic and cultural opportunities that are present. Development of City West will encapsulate the spirit of the Canberra community and be ‘leading edge’ in its design and management.

The City West Master Plan contributes to a number of the Government’s strategic objectives. The City West Master Plan will provide a clear direction for future development of City West in a way that is adaptable to change and a model for sustainable urban development. It also supports the Government’s commitment to employment and investment opportunities in City West with key initiatives such as the National Information and Communication Technology Centre Australia.

The structure for the City was established with Walter Burley Griffin’s design. While recognising that with the revitalisation of City West the area will change, the challenge is to ensure that the qualities of Griffin’s plan for Canberra’s unique city centre are reinforced and enhanced.

The City West Master Plan represents a healthy collaboration between the ACT Government, the National Capital Authority, the Australian National University, the community and business. I would like to thank the community and stakeholders for your active participation in the master planning process. Your continuing involvement with implementing the key initiatives of the City West Master Plan will ensure that the outcomes reflect the community’s values and aspirations for the future of Canberra’s city centre.

Simon Corbell MLA
Minister for Planning
A strong central business area is vital for Canberra. The City West Master Plan (Master Plan) provides a framework for planning and development decisions in response to several current opportunities. These include the National Information and Communication Technology Centre Australia development (NICTA), a feasibility study into developing a City West Arts Precinct, and the Australian National University's (ANU's) need for business and research opportunities off-campus.

The Master Plan highlights issues for the City (or ‘Civic’ as it is also known), which will be further considered by the Central Canberra Implementation Program. These two plans, in conjunction with the Canberra Plan, will achieve the recommendation in the Organisation for Economic Co-operation and Development (OECD) Urban Renaissance review of 2002 ‘to realise the potential of the City as Canberra's pre-eminent urban centre’. The draft Master Plan supports the Economic White Paper initiatives for the revitalisation of the City and innovative research and development industries, and is important to the Social Plan in terms of retaining and attracting young people. Key strategies of the Master Plan are considered in the Spatial Plan.

Most of City West is Designated Area and the planning jurisdiction of the National Capital Authority (NCA). The NCA's approval is required for works in these areas. The NCA has given in-principle support for the key elements in the Master Plan, and has agreed to the illustrative plans depicting development in the Designated Area, given that they will be subject to further collaboration in the Central Canberra Implementation Program.

Goals and objectives

The structure for the City was established with Walter Burley Griffin's design in 1912. Griffin’s design provides an excellent starting point and has been reviewed in regard to addressing contemporary planning and urban design objectives of sustainability, legibility, accessibility and a rich, safe built environment.

The Master Plan aims to establish City West as:

- A model for sustainable urban development.
- An area that encapsulates the spirit of the Canberra community.
- ‘Leading edge’ in its design and management.

The Master Plan demonstrates the Government’s commitment to:

- Sustainable development and management by incorporating these through policies and design guidelines.
Innovative and creative knowledge-based employment opportunities by identifying sites for intellectual, educational and research uses.

Developing diversity in employment and investment by creating a range of sites and opportunities suitable for government departments, corporations and small business.

Community and performing arts by allowing for consolidation of facilities around the Street Theatre.

Improving accessibility by reducing the effect of through-traffic, encouraging alternative forms of transport and the progressive removal of surface car parking.

Community development by establishing a framework for mixed use development and allowing for appropriate community facilities to be progressively provided.

Key issues

Employment needs to be retained in the City. Commonwealth departments and larger corporations have relocated from the City to Barton and other areas where they can efficiently construct new accommodation. In City West, there is a large stock of ‘B’ grade space (or lower), as there has been little opportunity for ‘churn’, i.e. for the relocation of business to allow buildings to be refurbished.

While the public realm of Hobart and Farrell Places was recently upgraded, these places require comprehensive redevelopment if a sustainable and high quality urban environment is to be achieved. These places are dominated by older, inefficient buildings with small, complex site configurations that are not easily adapted and do not allow for a range in size of building floorplates. This also makes basements for car parking impossible to construct. Comprehensive redevelopment will only be achieved if sites are amalgamated and additional development rights are granted.

A number of areas in City West have a distinct character due largely to the associated land uses, such as the law offices around the courts. There is an opportunity to enhance these precincts and the symbolism, legibility and vibrancy of City West. City West is dominated by surface car parks, which are all potential development sites. However, these blocks must be subdivided to create a variety of building and land use opportunities.

There are serviced apartments in City West, but very few people live in the City. The proximity of City West to Lake Burley Griffin (the Lake) and Acton Peninsula provides an opportunity to establish inner city living with affordability and excellent amenity.

A number of community groups are located in City West in poor accommodation. There is an opportunity to review the requirements of these groups and consider how community facilities can be provided in a manner responsive to demonstrated need.

Few identifiable and attractive pedestrian routes run through City West, and almost no public transport system links City West to East. This is unacceptable, especially for ANU students who should have easy access to the City.
City West has an excellent landscape setting and is in close proximity to the regional open space network of Black Mountain, the Lake and Acton Peninsula. Unfortunately, arterial roads such as Parkes Way and Barry Drive cut off access to these areas.

City West currently lacks street connectivity and is a ‘void’ between City East and the ANU. However, City West has the potential to become a vibrant place similar to Cambridge, Oxford, Lygon Street in Melbourne and Newtown in Sydney, where business thrives and a special character has developed between the City and University. There is an opportunity to build on the intellectual and cultural attributes of the ANU and create a vibrant precinct. Sites can be released and developed to capture the economic, social and cultural benefits of the ANU for City West, and vice versa. Significant work has been undertaken in the Master Plan to compare City West with the recent revitalisation of inner-city Melbourne.

Key outcomes

Key outcomes of the Master Plan reflect the Government’s commitment to:

- Investment in the City to create a high quality, sustainable city centre.
- Actively encourage employment and investment opportunities.
- Enhance the business and physical linkages between the ANU and the City.
- Provide opportunities for affordable housing and community facilities as needs are established.
- Improve links from City West to open spaces of the ANU and the Lake.
- Identify strategic locations for public car park structures.
- Support public transport with improved bus routes, stops and timetables for City West.
- Sequence Territory land release to create a vibrant ‘mixed use’ area.

Specific policies

Revitalisation incentives are available to encourage the redevelopment of surplus, low quality office space. The incentives will be refocussed on Hobart and Farrell Places in City West to encourage necessary comprehensive redevelopment. Additional development rights at market value will be given to proposals that consolidate leases, providing more sustainable building development and a better contribution to the public realm. The level of development rights will be assessed on a case-by-case basis, but could be in the order of 10 per cent additional floor area.
Higher quality, environmentally sustainable design will be encouraged through water sensitive and urban design guidelines. Sustainable development incentives will set a minimum level of performance and provide awards for achievement.

To improve the social sustainability, the Territory Plan will be varied to create a modified ‘b1’ precinct around Childers Street. This will achieve planning that is flexible and allows for diversity, social inclusion and broadening of the range of commercial and residential uses to support community services. The Master Plan identifies key sites for community and other uses to be incorporated as development arises. Sites will be analysed on a case-by-case basis to determine community facility requirements. An assessment of which community groups should go into City West will be made, and specific briefs consistent with the Master Plan will be developed. The Territory Plan variation will provide opportunities for community groups to be appropriately accommodated in City West.

Priorities for land release and capital works

Priorities for the land release program and capital works bids for City West are provided. These would be considered as part of the annual budget process. A cost-benefit analysis would be undertaken for each proposal as part of the capital works approval process. The Central Canberra Implementation Program will consider the integration of land release for the whole City.

Consultation

The Master Plan was prepared in collaboration with the community and government agencies, and involved substantial expert input. A taskforce of locally and nationally recognised urban designers and planners, and a team of specialist consultants, were engaged to inform development of the Master Plan. The collaborative approach, beginning in April 2002, informed stakeholders of progress at all stages and provided a sense of ownership of the Master Plan outcomes.
The basic structure for the City and the central area of Canberra was established with the announcement of Walter Burley Griffin’s and Marion Mahony Griffin’s award winning entry in 1912 for the design of the National Capital.

Griffin’s design for the City and the central area was distinctive for the way the structure and geometry of the plan sensitively related to the natural landform. The City has remained a unique city centre with a distinctive character unlike any other in the world (Harrison: 30). This legacy is due to Griffin’s design and the qualities and symbolism with which he imbued Canberra.

By the 1690s, Canberra had exceeded the planned capacity of Griffin’s plan and this brought a shift in the role for the City. The Y-Plan was developed in 1967 to guide the growth of the ACT with self-contained town centres in a ‘Y’ formation. The City was intended as the main centre with specialised retail facilities, major business and cultural activity.

The purpose of the Master Plan for City West is to review, enhance and build upon Griffin’s design and the Y-Plan objectives in the context of contemporary urban planning and design objectives. These objectives include sustainable development, higher quality design and greater community participation in the planning process.

City West is the area in the City that lies between City East and the ANU, with the suburb of Turner and Sullivans Creek to the north, and the Lake to the south. City West has the potential to become a vibrant place in the tradition of Cambridge, Oxford, Lygon Street in Carlton and Newtown in Sydney. In these places, business thrives and a special character develops at the nexus between the city and university. The meshing of the interface between the City and the ANU is encouraged to draw some of the liveliness of the academic community into the City to assist with revitalisation of City West.
FIGURE 1  City West Master Plan study area
To ensure that Canberra can meet the economic, social and environmental challenges it faces, the Government developed the Canberra Plan. The Canberra Plan is a long term planning framework with sustainable options for growth and wealth generation, social programs and support services, urban development and the protection of our natural environment. These options are examined in the three primary elements of the Canberra Plan: the Economic White Paper, the Social Plan and the Spatial Plan. Collectively they form part of the Government’s commitment to a sustainable future for Canberra.

Development of the Spatial Plan considered past studies of Canberra, including the OECD Urban Renaissance review of 2002. This review focussed on efforts to reconcile environmental, economic and social objectives of development to achieve a more sustainable future. Particular attention was paid to the need to realise the potential of the City by developing a more strategic plan that encourages further mixed use development and increased densities, the development of key sites and enhanced links with universities (OECD: 17-18). The Spatial Plan incorporates these recommendations into the growth concepts developed.

The ACT Planning and Land Authority (ACTPLA) supports the Government’s commitment to revitalise the City as Canberra’s pre-eminent urban centre. The Government made a commitment to business and community groups to prepare a master plan for the western side of the City. This Master Plan covers this area (refer to Figures 1 and 79). Surrounding areas and important linkages include the ANU, the Lake, the Sullivans Creek open space network and City East. Large areas of urban open space run through the ANU and surround City West. It is vital that connections to these and other areas are improved to assist City West to become a more vibrant place.

The master planning process for City West was based on collaborations between ACTPLA and the key partners. ACTPLA coordinated preparation of the Master Plan through an iterative process of gaining input and testing ideas with the key partners. The process informed the Master Plan by testing information regarding aspirations for the area and providing advice on how these may be reflected in the Master Plan.

The key partners and their involvement in the process included:

- The community and all levels of government at workshops to discuss background issues, prepare broad planning concepts and explore more detailed planning issues for precincts.
- A taskforce of locally and nationally recognised urban designers and planners to assist in the formation of concepts and to critique the draft Master Plan outcomes.
- A team of specialist consultants to research background issues, develop scenarios and provide advice on traffic engineering, heritage, cultural planning, valuation and tree assessment.

A more detailed report of the collaboration and consultation processes and a summary of the critical issues raised is provided (refer to Appendices).
The key issues emerged from the extensive consultation and appraisal of the existing conditions. These issues informed the goals and objectives, principles and implementation components of the Master Plan.

The key issues are summarised as:

- Griffin’s plan
- Open space network
- Landscape character
- Distinct precincts
- Social and community aspirations
- Economic prosperity
- Street, block and section structure
- Transport and access
- Built form
- Heritage
2.1 Griffin’s plan

Griffin’s 1912 plan for the City and central area (refer to Figure 2) was distinctive for the way its structure and geometry related to the natural landform.

Griffin’s land axis linked Mount Ainslie to Capital Hill. Griffin’s municipal axis, now Constitution Avenue, ran from City Hill to Russell. Lines drawn through these points and Capital Hill formed the National Triangle.

Griffin’s water axis ran from Black Mountain to Jerrabomberra Wetlands. It was an implied axis and its significance was to provide a variety of activities and natural and urban places adjacent to the water.

The City was located at the northwest apex of the National Triangle and was set out with a geometric street pattern. Broad avenues radiated from City Hill and terminated visually at the skyline on hills and ridges, reinforcing links between the City and surrounding landform. Between the radial avenues, the local streets were arranged in hexagonal patterns in order to avoid the acute-angled intersections that radial avenues create when imposed on a grid plan (Harrison: 29-30).

Residential, industrial, civic and market uses to cater for local residents were planned along the land axis from the university to Fyshwick (AIUS: 22). Griffin intended that the role of the City was that of a municipal centre. Functions such as the Magistrates Court, Supreme Court, Police Station and the Reserve Bank are now located in City West around London Circuit.

FIGURE 2 Griffin’s plan for Canberra
2.2 Open space network

Canberra’s subregional urban open space network is important to the National Capital setting. The network includes a variety of open spaces that have different qualities, shapes and sizes. These spaces offer a range of uses and opportunities for recreation and tourism.

In City West for example, opportunities for passive recreation include a popular pocket park west of the Melbourne Building, the squares at the School of Art and Knowles Place, and paved public spaces around the buildings in Hobart and Farrell Places (refer to Figure 3). However, these spaces could be enhanced to provide further opportunities for active recreation in the city. Examples of spaces offering more active recreational opportunities include the cycle path that runs through the open space network of Sullivans Creek, the ANU and the Lake.

The major roads that form edges to City West and bisect the area create barriers to the open spaces (refer to Figure 5). These roads are many lanes wide with high traffic volumes and speeds, which makes it difficult for pedestrians and cyclists to negotiate them.

City West lacks any cohesiveness in relation to street trees (refer to Appendices). A few streets are well planted and in time these trees will make a major contribution to the amenity of the area for those using the streets and those living and working in buildings overlooking the streets.
2.3 Landscape character

The character of the area is highly valued. This character is created by the contrasts of buildings in urban and parkland settings, deciduous and exotic street trees, views in the area and to its setting, and the formal and less formal qualities of the precincts.

The 'relaxed' and less formal quality of some precincts, such as the Childers Street Precinct west of Marcus Clarke Street, is highly valued. This 'informality' comes from the grassed verges, buildings in parkland settings, and the mixture of deciduous and exotic trees.

A positive feature of the area is the landscape setting. There are views along major streets to natural elements such as hills and ridges on the horizon. For example, the view along Alinga Street to Black Mountain in the distance is important to retain to reinforce the connection of the City and landscape as intended in Griffin's design.

City Hill provides views and prospects, as does Acton Ridge. Views at higher points across to the Lake, the Parliamentary Triangle and beyond are important to retain. One example of a significant view to retain is from the School of Art along Marcus Clarke Street toward the Lake and Brindabella Mountains in the distance.
2.4 Distinct precincts

2.4.1 PATTERN OF LAND USES

Land uses and the pattern of land uses are important to the function and character of City West. Currently, the area is dominated by surface car parks (refer to Transport and Access), but residential uses are becoming increasingly significant.

City West is characterised by various legal, community, arts, academic and public interest organisations. The area has a number of land use precincts of distinct character that have formed due to the collocation of related land uses (refer to Figure 26). This character is associated with academia (ANU), fine arts (ANU School of Art and Drill Hall Gallery), performing arts (ANU School of Music and Street Theatre), legal and financial institutions (law courts and offices around Hobart and Farrell Places), and municipal functions (Police Station).

2.4.2 SIGNIFICANT PLACES

City West and the surrounding areas contain many buildings and places of significance. There are institutions of national and international significance, and places of cultural, recreational and commercial importance. Among these attractions are the ANU campus, the ANU Schools of Art and Music, the Lake, ScreenSound and the National Museum of Australia.

2.5 Social and community aspirations

The Master Plan offers opportunities to address the social and community aspirations arising from the Canberra Plan’s Social Plan in City West.

2.5.1 RESIDENTIAL POPULATION

The existing residential population in the City is relatively low with 514 people (2001 Census). This is an increase of 145 people from the 1996 Census. Most residents live in one or two person households. The residents are generally from higher level socio-economic backgrounds and mature age brackets, with 30% aged between 50 and 65 years. The profile of residents appears consistent with the general trends for higher density residential accommodation in city centres.

Residential development has increased in the City since 1996, mostly with serviced apartments. The total number of new residential units completed in the City from
1996-2001 is 162 permanent units and 389 serviced apartments. Most residents stay for the short term in serviced apartments.

Existing residential development in City West includes Rydges Lakeside Hotel, Capital Tower and the Melbourne Building apartments. The Globe is adjacent to the study area and the building was recently refurbished from offices to residential apartments. A major mixed use development consisting mostly of residential units is proposed for Section 6 to the north of Rydges Lakeside Hotel.

A case study on the recent rejuvenation of inner city Melbourne and resulting increase in inner city residents provides details about the possible characteristics of the future residential population of the City (refer to Appendices).

City West faces issues of affordability, development and redevelopment pressures, maintaining a social and housing mix, and ensuring the social sustainability of neighbourhoods and communities. To attract a range of permanent residents, housing opportunities and affordable housing must be provided to suit families, couples, singles and the aged.

The future residential population will require support services and facilities such as child care, health care, nightlife activity and food services. The sustainability of Canberra will be improved with the introduction of further residential development, a greater mix of residents and increased employment opportunities into the City. The Master Plan assesses sites for the potential for mixed use development to increase residential densities around the transport nodes of the City.

### 2.5.2 COMMUNITY FACILITIES

Numerous community groups operate in City West. For example, the Canberra Pensioner’s Club and the group known as the Residents of Childers and Kingsley Streets (ROCKS) are located on Section 21 City at the corner of Marcus Clarke Street and Barry Drive. The community organisations in City West have an environmental and health focus. These organisations include the ROCKS, Aids Action Council, the Conservation Council of the South-East Region and Canberra, and a child care centre. There is a need for facilities, opportunities and locations for appropriate community groups in the revitalisation of City West.
2.6 Economic prosperity

The *Master Plan* offers opportunities to address the aspirations arising from the *Canberra Plan’s Economic White Paper* and *Spatial Plan* and ensure the economic prosperity of City West. One of the strategic themes of the *Canberra Plan* is to build a ‘dynamic heart’ in the city. A strong, vibrant City centre is vital to the success of Canberra’s economic future.

One of the principles of the *Spatial Plan* is to attract business and additional residents. It also identifies the need for the timely release of land in the City for additional development so that pent up demand does not continue to divert to other locations. This issue is addressed more fully in the *Spatial Plan* than the *Master Plan*, since the *Spatial Plan* examines a broader area than City West.

The implementation actions of the *Spatial Plan* include a review of the *Territory Plan* for the City to be undertaken. This study will provide more detailed information on the predicted and possible levels of employment growth given the proposals and recommendations of the *Economic White Paper*. This will also provide information on types of new office space required given the potential new businesses being attracted to the City.

2.6.1 COMMERCIAL DEVELOPMENT

Commercial (ie. office) space in City West represents only 12% of the total office space in the City (September 2001). In City West, commercial activities are predominantly located in Canberra House, the Melbourne Building, and around Hobart and Farrell Places. The buildings around Hobart and Farrell Places have relatively high vacancy rates and low rents (Colliers International 2002). Most of these buildings have relatively small and narrow floorplates, which prohibits the retrofitted basement car parking required to attract some clients since there is little on-site parking available. Most of the office space is ‘B’ or lower grade accommodation and does not meet current occupational health and safety requirements.

Between 2002 and 2026, office floorspace in the ACT is predicted to increase by 470,000m² (Offices in Canberra, 2002). Where this growth occurs has major implications in regard to the transport system, the strength of the town centres and the City. There is demand for ‘A’ grade office space in City West (Property Council).

Commonwealth departments currently dominate the office market with approximately 80 per cent of total office space in the City. Individual departments are currently responsible for determining their own accommodation needs and location. Many departments and larger corporate offices have recently moved out of the City. They have relocated to areas such as the Airport, Barton and Parkes where they are closer to Parliament, there is no pay parking, and their clients can take advantage of sites to establish new buildings with larger, open floorplates.
This trend weakens the strength of the City as the central business district. Development and employment is desirable in the City. The accommodation requirements of Commonwealth departments need to be met by providing suitable sites in terms of building templates, building quality, rent levels and car parking.

### 2.6.2 EMPLOYMENT

Employment in the City in 1996 was estimated at 27,000 people, which represented 16% of total employment in the ACT. In February 2004, Canberra’s largest industries (by employment) were government administration and defence (26.5%), finance, property and business services (14.1%), and retail and wholesale trade (12.3%).

Employment in the ACT is forecast to increase from 175,000 in 2000 to 200,000 by 2010. In this period, employment in the City is likely to increase by 4,000 jobs. The industry sectors likely to experience growth are retailing, business services, advanced technology, entertainment, transport and cultural activities.

The information economy is characterised by the dominance of the producer-service/consumer sectors, which remain concentrated in the cores of the most highly developed cities. As a result of the rapid decline in telecommunication costs, many activities can be conducted from anywhere in the world. Consequently, accessibility to major airports or high-speed train nodes, urban quality and image are key attractors. This changing nature of the economy puts Canberra, and the City in particular, at an advantage to attract employment in the information service areas for it offers:

- Highly skilled community.
- Proximity to national government.
- Access to education and research facilities.
- Access to domestic and international markets.
- The urban amenity and international reputation as a well-designed city.

### 2.6.3 RETAIL AND SERVICE ACTIVITY

Retail and service activity (ie. cafes, restaurants and boutiques) in City West is focussed around the Melbourne Building, Canberra House, and Hobart and Farrell Places.

Retailing in the City is contracting to the east of Northbourne Avenue, which is within easy walking distance of City West, and provides a range of services and amenities. The proposed residential and office development in City West will assist in reinforcing the viability of existing retail services and activity in the City. The City is not considered large enough to support the re-creation of specialist retail activity in City West since this exists in City East (Colliers International 2002). However, to service the increasing population in City West, there will be a need for some convenience retailing.
2.7 Street, block and section structure

There is a lack of address and sense of entry to the City from the key approach routes, especially from Northbourne and Commonwealth Avenues, Barry Drive into Marcus Clarke Street and Parkes Way into Edinburgh Avenue. These issues are, in part, due to the poor visual character and lack of continuity of built form at the boundaries of City West.

The City lacks ‘legibility’, which is the ability for people to understand what or where to find destinations and opportunities an area has to offer. Inconsistent streetscape treatments, including different street trees and variable widths along many streets, contribute to the lack of legibility of City West. For example, Marcus Clarke Street and London Circuit have variable number of lanes, inconsistent species of street trees, verge treatments, medians and locations of on-street car parking along the length of the street.

A more ‘permeable’ city has a choice of many routes. A more ‘accessible’ city is one that is easy to move around with few barriers and a logical layout. Figure 4 illustrates the existing street, block and section structure in City West. The relatively large size of most blocks and sections in City West highlights the lack of permeability and accessibility of the area.
The relatively large block and section structure and size also limits the opportunities for desirable ‘fine grain’ development. This type of development is characterised by small to medium building ‘footprints’ (plan forms), multiple and active frontages with businesses facing the street, and a human scale associated with awnings, colonnades and articulated facades.

Fine grain development is more sustainable. It leads to a more equitable city by providing a wider range of building footprints and investment opportunities, and a greater variety of uses and owners.

An example of fine grain development in City West is the Melbourne Building along West Row, which has developed a pleasant shopping and ‘eat street’ character. The Melbourne Building achieves this character from the small shops, cafes and restaurants it accommodates, as well as its physical design. This is one building occupied by a variety of small shops. The building elements and functions interact with the street and provide an active street frontage and human scale of development.

Blocks like that of the Melbourne Building in the eastern part of City West generally have smaller floorplates and a more coherent urban pattern. Blocks in the southwest of City West are larger and form a less coherent pattern, making the environment less permeable and accessible.
2.8 Transport and access

2.8.1 MAJOR STREETS

Existing east-west major streets in and around City West include:

- Barry Drive that connects the City to Belconnen and beyond.
- Parkes Way that connects William Hovell Drive and Tuggeranong Parkway in the west to Morshead Drive in the east.
- Edinburgh Avenue that connects Parkes Way and Acton Peninsula to Marcus Clarke Street and London Circuit.

Existing north-south major streets in and around City West include:

- Marcus Clarke Street that distributes traffic within City West.
- Northbourne Avenue that connects the City to the north.

London Circuit provides a circular connection to all of the inner areas of the City. It is the central address and arrival terminus to the City via the radial avenues.

Traffic volumes (weekly average vehicles per day) on the major streets in and around City West are indicated in Figure 5.

FIGURE 5 Traffic volumes (weekly average vehicles per day) on major streets in and around City West
2.8.2 TRAFFIC MANAGEMENT

Barry Drive forms a barrier to the continuous open space network and cycleway along Sullivans Creek north of City West. The Sullivans Creek network effectively continues south across Barry Drive into the ANU and through to the Lake.

Parkes Way effectively forms the southern edge of City West. It represents a wide, high speed traffic barrier between City West and the Lake, its foreshores and cycleways. The only connections across this arterial road are a narrow pedestrian/cycle bridge at the end of Marcus Clarke Street and the Edinburgh Avenue/Lawson Crescent vehicle overpass to the National Museum of Australia.

Marcus Clarke Street and Northbourne Avenue are relatively wide, high volume traffic environments. These streets run parallel to each other and in a north-south direction. These streets are perceived to divide City West internally and also divide City West from City East. These streets have only a few signalised intersection crossings to assist pedestrians and cyclists.

Vernon Circle is a high speed traffic environment with three moving lanes of traffic surrounding City Hill. Vernon Circle has no traffic signals or pedestrian crossings, which makes crossing this street from City West to City Hill and City East difficult for pedestrians and cyclists. There are no active frontages or buildings that address Vernon Circle, which means that the street is not inviting for pedestrians. In its current form, Vernon Circle physically isolates City Hill from the rest of the City and limits the potential use of this circular park in the centre of the City. City Hill is an important symbolic and visual space that formed part of Griffin’s plan.

Clunies Ross Street runs between Barry Drive and Parkes Way. Although Clunies Ross Street is outside City West, its characteristics have some impact within the study area. There will be increased traffic demand on Parkes Way. Some of this demand will be generated by the construction of the Gungahlin Drive extension, and through-traffic from areas to the south of the City wanting to travel to the north of the City. There will be more people living and working in the City and central area, and future settlement in Gungahlin, the Molonglo Valley and the Kowen Plateau as indicated in the Spatial Plan.
2.8.3 PUBLIC TRANSPORT

Public transport in City West consists of taxis and ACTION buses. City West is poorly serviced by public transport in terms of bus routes, stops and timetables. This is partly due to the bus interchange being located in City East and bus routes that better service the higher demands of the eastern part of the City.

ACTION bus routes and stops through City West are shown in Figure 6. ACTION bus stops are located at:

- Marcus Clarke Street south of Allsop Street.
- Marcus Clarke Street adjacent to Childers Street.
- Alinga Street between Marcus Clarke Street and Moore Street.
- London Circuit south of University Avenue.
- London Circuit north of Edinburgh Avenue.
- Edinburgh Avenue between Marcus Clarke Street and London Circuit.

FIGURE 6 Existing ACTION bus routes and stops servicing City West
Intertown Public Transport (IPT) routes are reserves on the Territory Plan for public transport corridors. An IPT route runs through and around City West as indicated in Figure 7. The route runs through City West from Barry Drive (west) into Marcus Clarke Street and Alinga Street to Northbourne Avenue and the bus interchange in City East. The route runs diagonally through the corner of Marcus Clarke Street and Barry Drive, sterilising this prominent corner location that has potential as a valuable development site.

2.8.4 ACTION BUS LAYOVER

The ACTION bus layover is located along Marcus Clarke Street between University Avenue and Allsop Street. The layover is required for buses that have a short wait between routes or for a longer duration depending upon driver rest break requirements. The layover occupies a large parcel of land that is highly visible, with frontage onto Marcus Clarke Street and University Avenue, sterilising this prominent corner and gateway site to the ANU.
2.8.5 CAR PARKING

A high proportion of the land in City West is used for surface car parking. This weakens the definition of the links between the activities and destinations in the area.

According to Maunsell (2002), there are approximately 6,400 off-street car parking spaces available in City West. There are 174 on-street, short-stay car parking spaces along Childers Street, Farrell Street, London Circuit, Marcus Clarke Street, Rudd Street, University Avenue and West Row. There are no long stay, on-street car parking spaces in City West. There is a privately owned car park structure along Childers Street for 1,100 cars. The large number of spaces available, in conjunction with a low overall occupancy rate of 48%, indicate that car parking in City West is sufficient for current demand.

The structured car parks in City West and the ANU lack active ground floor uses, creating public open spaces that languish at street level.

2.8.6 SERVICE VEHICLES

Access to development by service vehicles is a key issue in the City. Many areas are serviced by on-street loading zones, which are suitable for couriers but not for bulky or heavy deliveries. The footpaths are not suitable for forklifts, industrial activities or waste collection. Waste disposal bins are highly visible in the public domain, particularly in the open spaces around the office buildings in Hobart and Farrell Places and the Melbourne Building courtyard.

Dedicated service areas would resolve these issues. Service courts and lanes would provide an opportunity to consolidate service needs and more attractive and safe service areas.

Some precincts and sections in City West, such as Hobart and Farrell Places, have poor vehicular access. This limits the potential of development and public spaces fronting them. These buildings and spaces do not present an attractive street address or active street frontage.

2.8.7 PEDESTRIANS

City West is perceived to be difficult for pedestrians to access and unsafe due to barriers of roads, lack of legibility, limited choice in routes and lack of active ground floor uses such as coffee shops to enliven major pedestrian routes.
A number of studies, including the *Civic Accessibility Study*, have identified accessibility issues in the area. These issues include limited access into buildings due to steps, trip hazards in pavements, inappropriate pavement types and incorrectly aligned pram ramps.

The average able-bodied pedestrian can reach most destinations in City West with a 10 minute or 800 metre walk in any direction from the Melbourne Building. While most destinations in City West are reached in easy walking distance, there is a need for clear, accessible and connected pathways within and around the area.

There are barriers to access for people with disabilities in City West. These barriers include steps along the London Circuit verge at Hobart Place and outside the Family Court. It is vital that these barriers are designed out as City West is revitalised to ensure an accessible place for all people.

### 2.8.8 CYCLISTS

Narrow and wide cycle routes in and around City West are indicated in Figure 8.

There is cycleway access between City West and the Lake foreshore via a narrow bridge over Parkes Way. For cyclists accessing the Lake from Barry Drive, it is most likely that travel would be along the entire route of Marcus Clarke Street rather than along Childers Street, University Avenue and Marcus Clarke Street.

An exclusive cycle lane is provided on Barry Drive westbound between Northbourne Avenue and Marcus Clarke Street. However, there are no other special provisions for on-road cycling in City West. Part of the trunk cycle network is accommodated in the Sullivans Creek open space network; the north section of this cycleway runs along Sullivans Creek and into City West.
2.9 Built form

Footprints and setbacks of buildings indicate how the built form relates to the streets and whether it assists in defining the public realm. Generally, the streetscapes in the northeast of City West, such as West Row near the Melbourne Building, have minimal or zero building setbacks from the street. The existing built form in City West is indicated in Figure 9.

The urban streetscapes in the northeast of City West are very different to the streetscapes southwest of University Avenue around Acton Ridge. In contrast to the northeast, the streetscapes in the southwest are characterised by larger setbacks from the street. Buildings here, such as Ian Potter House and ScreenSound, are sited in ‘parkland’ settings.
2.10 Heritage

2.10.1 BUILDINGS AND PLACES

City West contains buildings nominated and gazetted to the interim ACT Heritage Places Register and listed on the ACT Heritage Places Register. The places listed on the ACT Heritage Places Register are the Melbourne Building and City Hill. The places gazetted to the interim ACT Heritage Places Register are Acton Hotel, Ian Potter House and the Shine Dome. The places nominated to the interim ACT Heritage Places Register are the Reserve Bank Building, ANZ Building, the ANU Schools of Art and Music, Law Courts Precinct and City Police Station. For the locations of these buildings, refer to Figure 81 in the Appendices.

The ACT Police Headquarters Building, the ANZ Building, Hotel Acton, Ian Potter House and surrounds, the Law Courts Precinct, the Melbourne Building, the Shine Dome, Edinburgh and University Avenues, Griffin’s axis and City Hill are listed on the Register of the National Estate.

![The Shine Dome](image)

2.10.2 CULTURAL HERITAGE

Evidence of the former occupation of the ACT region by Aboriginal people is recorded at Acton. Significant collections of Aboriginal artefacts were made from the area in the 1930s. These areas and many others throughout the Territory are of cultural significance to the local Ngun(n)awal community.

Acton was also the location of some of the earliest European pastoral settlement through to the establishment and development of the National Capital.
The Master Plan is intended to provide an enduring, robust framework that will guide decisions on the opportunities for the enhancement and development of City West.

To achieve such a framework, the Master Plan must be directed by aspirational goals that are in themselves timeless.

For City West, the planning is focussed on the three interrelated goals of:

- Developing a concrete example of sustainability.
- Building an identifiable community spirit.
- Demonstrating 'leading edge'.

For each of the goals, there are objectives that will guide all planning, development and management.
3.1 Developing a concrete example of sustainability...

To realise this goal:

- Environmentally responsive and sensitive planning, design and building will be promoted.
- Diversity in the community and in the opportunities to work, live and play in the precinct will be fostered.
- Access to opportunities - physical, cultural and social for people of all ages, mobility and background - will be a priority.
- Viable cultural and business activities with a range of opportunities for small to large business will be encouraged.

3.2 Building an identifiable community spirit...

To realise this goal:

- Artistic and intellectual aspects of community life will be built upon.
- The bohemian and avant-garde nature of the precinct will be nurtured.
- Vibrancy and opportunities for interaction and exchange will be encouraged.
- The mixed use nature of the precinct will be fostered.
- Provision of adequate community facilities will be ensured.

3.3 Demonstrating ‘leading edge’...

To realise this goal:

- Innovation and inventiveness in all aspects of planning, building, management, events and social infrastructure will be fostered.
- Latest environmentally friendly concepts and technologies will be employed in design, construction and management of the architecture and public realm.
- ‘Demonstration’ projects, businesses and programs will be promoted.
The principles are the organising or ‘spatial’ framework of the Master Plan. The principles respond directly to the key issues to ensure that the goals and objectives of the Master Plan are achieved.

The principles:

- Reinforce the essential elements of Griffin’s design.
- Establish a street, block and section structure that is both permeable and legible.
- Create a hierarchy of open spaces.
- Strengthen the character of the distinct land use precincts.
- Ensure the built form reflects the street pattern and special character of each precinct.
- Ensure development is sustainable in design and management.

The principles and how they can be applied are outlined.
4.1 Reinforce the essential elements of Griffin’s design...

In order to enhance the city in the landscape and assist with the legibility of the city centre.

This will be achieved by:

- Ensuring views from radiating avenues to landform are retained across plazas and parks.
- Ensuring major streets and radial avenues terminate in landform.
- Ensuring minor streets terminate in built form.
- Using the main avenues and London Circuit hub to reinforce connections between principle city functions - city, university, defence and government.
- Reinforcing Griffin’s design intent that:
  ~ The built form and street pattern reinstate the hexagon (refer to Figures 10, 11 and 12).
  ~ City Hill is the focus of the City (refer to Figure 13).
  ~ The City optimises the vibrancy from lakeside activities (refer to Figure 14).
APPLYING THE PRINCIPLE...

Griffin’s geometric plan form for the City has proved to be adaptable to change without loss of its essential characteristics (Harrison: 30). While Griffin’s plan has proved to be flexible, Griffin’s design intention in City West is diminished and could be reinforced.

In particular, Griffin’s design will be reinforced at:

- London Circuit with the hexagonal street pattern and built form.
- Marcus Clarke Street and the city grid extending over Parkes Way.
- Allara Street with a new intersection at Parkes Way.
- Edinburgh and Constitution Avenues extending through to Vernon Circle.
- Giving primacy to the avenues in the hierarchy of the city streets.
- Promoting the opportunity to establish West Basin promenade.

Refer to Figure 15 for the locations where Griffin’s design will be reinforced.
4.2 Establish a street, block and section structure that is permeable and legible...

In order to create a city centre that enriches opportunities for its users by maximising the degree of choice available.

This will be achieved by:

- Breaking down ‘superblocks’ with new streets and lanes to promote finer grain development, varied streetscapes and more sustainable built form (refer to Figure 16).
- Extending Griffin’s radial avenues (refer to Figure 17).
- Ensuring the street pattern maximises building footprints with northern orientation.
- Establishing a consistent streetscape character along each street.
- Developing a clearly defined hierarchy of street widths and streetscape treatments (refer to Figure 18).
- Designing streets as corridors that cater for a range of city activities, functions and uses.
- Ensuring pedestrian movement is easy, safe and caters for all people, including the needs of people with disabilities.
APPLYING THE PRINCIPLE...

The existing street, block and section structure in City West is indicated in Figure 4. Reviewing the street, block and section structure in City West allows for improvements in pedestrian access, traffic, parking and public transport (refer to Figure 19).

The lack of address and sense of entry to the City will be improved with new development at the 'gateways' to the City to create a continuity of built form.

New streets and lanes in City West will break down the large blocks and sections. This will improve the accessibility and permeability of the area, and encourage a desirable fine grain of development. It is desirable that new development varies in scale but presents a fine grain to the street. This will provide for a greater variety of uses and owners, a broader range of investment opportunities for small business through to larger scale commercial offices and greater choice in public routes to buildings and open spaces. New streets and lanes will also encourage north-facing blocks to maximise daylight and solar access into buildings.

The improvements to the road network could decrease the land take required for roads. For example, extending Edinburgh and Constitution Avenues through to Vernon Circle will mean that the cloverleaf roads north of Parkes Way may no longer be required. Improvements such as these can effectively increase the amount of land suitable for buildings and useable open space.

The improvements to the road network can also improve legibility and connections from City West to other areas. For example, the extension of Constitution and Edinburgh Avenues would improve links between City West, City East, City Hill, the Lake and the National Museum of Australia. The extension of Marcus Clarke Street and Allara Street further south would improve connections between the City and the Lake. These major changes to the road network are subject to further consideration by the Central Canberra Implementation Program.
METROPOLITAN TRAFFIC MANAGEMENT

A number of changes to Marcus Clarke Street will provide pedestrians and cyclists with a higher priority. These changes will divert traffic from Marcus Clarke to outside the City along Clunies Ross Street. In regard to increased traffic due to the Gungahlin Drive extension, it is proposed to construct ramps on Parkes Way at Clunies Ross Street. This will effectively divert the through-traffic to Clunies Ross Street and Barry Drive, out of City West, improving traffic management in the City.

Resolution of road works outside the study area will be considered by the Central Canberra Implementation Program.

TRAFFIC MANAGEMENT IN CITY WEST

The character of Vernon Circle can change with the extension of Constitution and Edinburgh Avenues. The width of Constitution and Edinburgh Avenues can be the same where they meet Vernon Circle. The new intersections on Vernon Circle can include traffic signals to improve pedestrian access, slow traffic and provide the opportunity for buildings to address the street. This can also improve connections for vehicles, pedestrians and cyclists between City West and East.

London Circuit is the key access street to all parts of the City and has the potential to become the most desirable business address in the City. London Circuit is to be reinforced as the principle city circuit.

Marcus Clarke Street can be effectively downgraded to improve east-west links across the City and lessen the opportunity for ‘rat running’ through City West. A new modified ‘T’ intersection at Alinga and Marcus Clarke Streets, a new median and several signalised intersections can assist in improving east-west links.

Improvements to the connections between the City and Lake are possible with the extension of Marcus Clarke Street over Parkes Way to the foreshore. This could improve pedestrian, cyclist and vehicular access between the City and the Lake, and provide opportunities for development along the foreshore.

The Central Canberra Implementation Program will further consider the roles of Parkes Way and Commonwealth and Northbourne Avenues, access between City East and West, and connections between the City and the Lake.

PRIVATE VEHICLES

A key aim is to reduce the use of private cars and increase the use of public transport, cycling and walking. Future demands for car use are expected to grow with the increase in scale of development in the City. However, the relative proportion of people accessing the City by car is forecast to decline in keeping with a higher number and proportion of people living and working in the City, and measures to improve the performance of the public transport system.
The proposed mixed use development in City West will lead to a higher proportion of residents living and working in the City, and accessing the City by walking and cycling with the distance being relatively short. Measures to control parking in Canberra’s town centres will also reduce the demand for through-traffic that currently uses street system in the City en-route to other destinations.

PUBLIC TRANSPORT

To ensure a sustainable transport system for the City, the intention is to bolster public transport use and not meet unconstrained travel demand for the private vehicle.

New and improved bus routes, stops, timetables and connections between City West and surrounding areas are proposed in order to encourage the use of public transport.

Extending Edinburgh Avenue through to Vernon Circle and the consequent removal of the western cloverleaf road would enable buses to use Edinburgh Avenue on their entry to the city from the south. A bus stop would be located near the intersection of Edinburgh Avenue/London Circuit to service a large area of City West.

For southbound services, buses would continue around London Circuit and turn left into Edinburgh Avenue and travel southwest towards Marcus Clarke Street. Buses would then rejoin Commonwealth Avenue via the extension of Marcus Clarke Street to Parkes Way. Alternatively, buses could travel anti-clockwise on London Circuit to access Commonwealth Avenue from the extended section of Constitution Avenue.

The Central Canberra Implementation Program will consider improvements to public transport services, interchanges and stops in the City and central area in consultation with the ACTION Authority.

INTERTOWN PUBLIC TRANSPORT (IPT) ROUTE

Options for the location of the IPT route remain flexible. It is proposed that the existing route be realigned at the intersection of Barry Drive and Marcus Clarke Street to create a development site, while ensuring the retention of the route. However, the option for the route to run from Alinga Street to Hutton Street and Kingsley Street and through to Barry Drive will not be precluded.

The Sustainable Transport Plan for the ACT proposes the progressive development of a corridor transport system. However, actions will be taken in the short term to improve the existing bus system. For example, the development of the exclusive right-of-way for buses on the IPT routes and new interchanges will provide a corridor and facilities that could be used by light rail or other technologies in the future. Opportunities exist to use bus ways and light rail systems as part of projects to revitalise and encourage development in and around the City.
**ACTION BUS LAYOVER**

It is feasible to close the ACTION bus layover and park buses at on-street locations either in the City or within 5 minutes drive of the City. This would create a valuable development opportunity at the prominent corner of Marcus Clarke Street and University Avenue. Alternative possible on-street bus parking locations have been identified along Nangari Street, London Circuit under Commonwealth Avenue bridge, Allara Street in City East and the southern side of Allsop Place. On-street locations would need to accommodate at least 12 ACTION buses. Another option is to provide a facility similar to the existing layover. Further consultation with the ACTION Authority is required in this regard.

**CAR PARKING**

To meet the existing and forecast parking demand as surface car parks are developed, a number of car parking structures and on-street locations are identified. Figure 20 illustrates potential (outlined) and existing (shaded) car parking structure locations in City West.

The *Sustainable Transport Plan for the ACT* proposes that consideration be given to relaxing on-site parking requirements in the City, and in some cases allowing the market to determine the need for on-site parking for residential and office development. The study also proposes that consideration be given to policies such as parking contribution funds to ensure that a significant proportion of parking supply in the City is shared by the many users of the area and available both day and night.

**SERVICE VEHICLES**

A series of new streets and lanes will break down the ‘superblocks’ (large blocks and sections), and provide the opportunity for improved access to developments. A series of lanes will provide a system for service vehicles to access the rear of most developments.

**PEDESTRIANS AND CYCLISTS**

Pedestrian and cycle connections between City West and surrounding areas will be improved with identifiable pedestrian routes, signage, public art and removal of barriers such as steps. A number of proposed traffic calming measures and changes to the streets will ensure that they are easier and safer for pedestrians and cyclists to cross.
FIGURE 20 Potential and existing car parking structure locations
4.3 Create a hierarchy of open spaces...

In order to provide a series of open spaces and choice of experiences in the city centre.

This will be achieved by:

- Distributing open spaces throughout the area that connect to the subregional open space network and relate to the geometry and distinct precincts (refer to Figures 21 and 23).
- Ensuring vibrant open spaces with a high level of amenity with shelter and access to sunlight (refer to Figure 22).
- Creating a series of open spaces and streetscapes that will facilitate opportunities for a range of activities that build on the character of the precincts (refer to Figure 23).
- Creating new urban open spaces and retaining and protecting significant and high value trees as the basis of these spaces.
- Providing linkages to open spaces.
- Realising the value of the lakeside urban parks.
APPLYING THE PRINCIPLE...

Access to the open space network surrounding and within City West (refer to Figures 24 and 25) will become increasingly important with greater numbers of residents and more employment into the City. Therefore, there is a need to improve the visual and physical links to the open space network.

Visual and physical links across major roads, including traffic calming measures such as pedestrian and cycle crossings, will strengthen connections and improve access to key open spaces surrounding City West. This will assist with promoting the promenade along West Basin and increasing the use of City Hill to realise the potential of these major open spaces in and around the City.
A network of new and existing local public open spaces (exclusive of streets) will be located along main pedestrian routes City West. A variety of public open spaces - in terms of type, size and character - will be provided to cater for those visiting the area and living and working in the area (refer to Figure 25).

Streets form part of the open space network and will be enhanced to become more useable, safe and accessible for pedestrians (refer to Table 1 and Figure 19). For example, a linear park on the eastern verge or median of Childers Street will provide a more useable open space to assist in enlivening this street. Active ground floor uses along the major pedestrian routes will assist in improving the vibrancy and level of day and night activity in City West. Active frontages will also be encouraged along the ground floor of structured car parks to assist in improving the vibrancy of the area.

A range of new parks in City West will be provided. These include a park at the intersection of Childers and Marcus Clarke Streets, and a linear park along the eastern verge or median of Childers Street. The existing pocket park to the south of Canberra House along London Circuit will be expanded and enhanced.

In addition to the public open space network, developments will have to provide some communal open space for use by residents. Private open space within development sites will be provided according to relevant codes and guidelines.
<table>
<thead>
<tr>
<th>Street</th>
<th>Reserve</th>
<th>Median width/street trees</th>
<th>Carriage width</th>
<th>Verge width/street trees</th>
<th>On-street parking (Y/N)</th>
<th>Lighting</th>
<th>Cycle-way (Y/N)</th>
<th>Bus stops (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marcus Clarke Street</td>
<td>40m</td>
<td>3.5m/1 row</td>
<td>9.5m on east side, 11m on west side</td>
<td>8m/1 row on each side</td>
<td>Y at some points</td>
<td>Carriageway lights in median, pedestrian lights in pavement</td>
<td>Y on west side</td>
<td>Y</td>
</tr>
<tr>
<td>Edinburgh Avenue</td>
<td>30m (reduced from 60m) between London Circuit-Vernon Circle</td>
<td>3m/1 row</td>
<td>9.5m on both sides, with 2 traffic lanes plus one parking</td>
<td>9m/2 rows minimum of eucalypts on each side</td>
<td>Y</td>
<td>Carriageway lights in median, pedestrian lights in pavement</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>London Circuit (other options to be investigated)</td>
<td>30m</td>
<td>None</td>
<td>7.5m on either side with 2 moving lanes in each direction</td>
<td>7.5m or 5m where on-street parking is provided/1 row or 2 staggered rows on each side</td>
<td>Y at some point</td>
<td>Carriageway and pedestrian lights in pavement</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Childers Street (preferred option 1)</td>
<td>30m</td>
<td>1.5m/1 row</td>
<td>6m either side</td>
<td>11m on east side/2 rows staggered trees, 5.5m on west side/1 row</td>
<td>Y</td>
<td>Carriageway lights in median, pedestrian lights under awning</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Childers Street (option 2)</td>
<td>30m</td>
<td>9m gravel/2 rows</td>
<td>6m either side, 1 traffic lane in each direction</td>
<td>4.5m, no trees</td>
<td>Y</td>
<td>Carriageway lights in median, pedestrian lights under awning</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>University Avenue</td>
<td>30m</td>
<td>None</td>
<td>12m</td>
<td>9m, 2 rows on each side between Marcus Clarke Street and Childers Street, 9m, 1 row on each side between Marcus Clarke Street and London Circuit.</td>
<td>Y</td>
<td>Carriageway lights only large scale at intersections, Pedestrian lights at 4.5m of standard &amp; interval to achieve carriageway lighting.</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>Vernon Circle</td>
<td>20m</td>
<td>None</td>
<td>12m</td>
<td>8m/2 rows on each side</td>
<td>Y on outside edge</td>
<td>Carriageway lights off first floor colonnade, low lights on park side</td>
<td>N</td>
<td>Y</td>
</tr>
<tr>
<td>Ellery Street extension</td>
<td>20m</td>
<td>None</td>
<td>12m</td>
<td>4m/1 row on each side</td>
<td>Y</td>
<td>Carriageway and pedestrian lights in pavement</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Cross streets (Hobart Place, Farrell Place, Gordon Street, Kingsley Street)</td>
<td>20m</td>
<td>None</td>
<td>12m</td>
<td>4m/1 row on each side</td>
<td>Y</td>
<td>Carriageway and pedestrian lights in pavement</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Lanes</td>
<td>10-15m</td>
<td>None/none</td>
<td>Varies</td>
<td>Varies/1 row maximum on one side</td>
<td>Y/N</td>
<td>Lighting attached to buildings or open space</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>
4.4 Strengthen the character of the distinct land use precincts...

In order to maximise precinct opportunities and the choice of experiences available in the city centre.

This will be achieved by:

► Building on the distinct precincts by collocating similar, compatible land uses (refer to Figure 26).

► Ensuring active ground floor land uses along major pedestrian routes with office and/or residential uses above (refer to Figure 27).

► Encouraging mixed use development.

► Strengthening the interaction between the existing mix of social, academic, community, arts, cultural, business and tourist activities.

► Conserving heritage precincts and buildings.

► Retaining substantial and important trees as the basis for open spaces.
APPLYING THE PRINCIPLE...

City West has a number of precincts with distinct character. The precincts have formed due to the collocation of related land uses and activities, and the various landscape and streetscape characters, with buildings in a mix of urban and parkland settings.

While land uses in City West are mixed, the predominant precincts are legal and financial along University Avenue, commercial along London Circuit, and community, arts and research around the ANU. The precincts will be enhanced. For example, the collocation of municipal functions along London Circuit around Civic Square, legal and academic functions along University Avenue, and arts and community uses along Childers Street, will be encouraged.

The government-endorsed Arts Facilities Strategy provides a framework for the development of arts facilities in the ACT and specifically addresses arts activity in the Childers Street Precinct. This study provides an important context for the City West Performing Arts Study. The Master Plan will consider the outcomes of the City West Performing Arts Study, which will determine the current and future need for performing arts in the area and is due for release in June 2004.

The precincts in City West have distinct landscape characters due to the mix of deciduous and native street trees. Many trees are identified as being of significance in terms of species, heritage status, landscape contribution, age, health and condition. Substantial and important trees will be retained for the landscape and heritage qualities they contribute. The streets with the greatest potential to develop into attractive streetscapes by virtue of existing plantings are Rudd Street, Edinburgh Avenue, part of Marcus Clarke Street and London Circuit, and possibly Moore Street. Stands of substantial and important trees within some sections, such as Sections 21 and 68 City, offer the opportunity to provide the basis for new urban open spaces.

The Edinburgh Avenue streetscape character requires special reference. Unlike the other avenues radiating from City Hill, Edinburgh Avenue has wider verges and a narrow median that is unsuitable for trees. The wide verges contain a mix of eucalypts, mostly with white trunks, giving an attractive copse effect. This is unique in the City in landscape terms and will be preserved in the development of Section 6 City and redevelopment of Section 24 City. The eucalypts along Edinburgh Avenue reinforce the landscape connections from Black Mountain Nature Reserve to the City and any new street tree plantings along the avenue will further reinforce this connection.

Important views to the surrounding landscape setting will be retained and enhanced with new development. For example, building heights and locations will ensure that views to Black Mountain along Alinga Street are retained.

Improved connections between the City and the Lake will provide the opportunity for the ANU and other groups in City West to have a stronger presence along West Basin and the Lake foreshore.

Design guidelines that set out the qualities required of future development to protect and enhance the distinct precincts are provided (refer to City West Design Guidelines).
4.5 Ensure the built form reflects the street pattern and special character of each precinct...

In order to provide a visually appropriate and responsive environment to assist people in interpreting the city centre.

This will be achieved by:

- Reinforcing the radial avenues and major streets with prestigious built form (refer to Figure 28).
- Ensuring building heights allow solar access to public spaces (refer to Figure 29).
- Encouraging a variety of scales in development and ‘fine grained’ design approaches.
- Promoting robustness and flexibility for change of uses to occur in buildings and open spaces.
- Ensuring buildings are located in appropriate settings.
- Retaining buildings in a ‘parklike’ setting around Acton Hill.
- Ensuring the built form sympathetically enhances the significance of the heritage aspects of the precincts.
- Fostering design excellence and responsive environmental design.
APPLYING THE PRINCIPLE ...

Indicative building footprints on development sites define streets and other public spaces. Indicative building footprints for City West are illustrated in Figure 30. This indicates positive spaces, which are the built form, and negative spaces, which are the open spaces on each site.

Buildings will generally ‘hold’ the street corners. Refer to Figure 15 for the locations where this will occur. For example, buildings will reinforce Griffin’s hexagonal street pattern with the realignment of the Alinga/Marcus Clarke Street intersection.
The heritage significance of the area will be conserved in terms of Griffin’s design intention for the setting, planning and buildings. New development will be of a scale and height that is sensitive to streetscapes and maintains the heritage importance of the area (refer to City West Design Guidelines). For example, development adjacent to the Melbourne Building will reflect the character of the building in terms of heights and inclusion of colonnades.

New development will generally have zero building setbacks to promote an urban edge in the City. This will assist in defining streets and reinforcing significant buildings with large setbacks in parkland settings. Built form will generally be higher and more prestigious along the avenues and major streets.

The ‘parkland’ settings of heritage and other significant buildings around Acton Hill will be enhanced. This will be achieved by ensuring that new built form on surrounding blocks creates an urban edge to contrast with the parkland settings. Development adjacent to heritage buildings will have a sympathetic scale and height.

Activity at the street level on key pedestrian routes will assist in increasing the level of day and night activity and improving the vibrancy of the area. This will include a requirement for active frontages along the ground floor of structured car parks.
4.6 Ensure development is sustainable in design and management...

In order to ensure the needs of today are met without compromising the needs of future generations.

The present generation is faced with significant environmental challenges. These include global climate change, fossil fuel dependency, rising greenhouse gas emissions, excessive natural resource use and pollution. These challenges have significant environmental, social and economic consequences for the way we live and work.

Sustainability principles ensure that the needs of today are met without compromising the needs of future generations. Sustainability is about balancing the long and short term environmental, economic, social and political effects of actions and decision-making. When applied to an urban environment such as City West, the goals of sustainability have an emphasis on:

- A more compact urban form.
- Greater use of public transport.
- Encouragement of walking and cycling.
- Ensuring development caters for the access needs of all people.
- Opportunities to live and work in close proximity.
- Conservation of energy and recycling of waste.
- Adaptive reuse of heritage and other buildings.
- Conservation of the heritage of the area.

The revitalisation of City West presents a unique opportunity to promote this significant area of the City as a showcase of sustainable urban development. To meet this challenge, the Master Plan assists developers to incorporate principles of sustainability into development. The sustainability principles will ensure that development in City West is ecologically sustainable and socially responsible, and demonstrates commercial viability.

**APPLYING THE PRINCIPLE ...**

Guidance on sustainability principles for City West is provided in the Master Plan in a number of ways. The principles provide the spatial framework for development in City West that is flexible, robust and adaptable to change. This framework ensures that development in the short term does not compromise longer term development options.

The planning policies cover the environmental, economic and social aspects of sustainability. These policies include:

- Socially responsive and water sensitive urban design guidelines and sustainable development incentives to encourage higher quality, sustainable design.
- Community benefit to provide opportunities for affordable housing and community facilities on a case-by-case basis in development, and to ensure the protection of substantial and important trees.
- Revitalisation incentives to achieve necessary comprehensive redevelopment of Hobart and Farrell Places.
- Design guidelines to address the quality and performance of buildings in terms of the indoor environment, site facilities and energy.
- Management of sites.
To achieve the *Master Plan*, a number of strategic programs, policies and capital works are needed.

Achieving the plan consists of:

- Key initiatives
- Planning policies
- Development program
- Priorities for capital works and land sales

A program for indicative implementation is provided. The program builds on opportunities for development capital works and land release.
5.1 Key initiatives

“There is magic to great streets. We are attracted to the best of them not because we have to go there but because we want to be there..... They are symbols of a community and of its history; they represent a public memory. They are places for escape and for romance, places to act and to dream.”


The *Master Plan* provides a framework for change and decisions; it will create a robust city structure and great streets.

The key initiatives are major works in the public domain. They include streets and other open spaces that will establish the urban structure of City West. The key initiatives begin to create the principles as well as the aspirations of the *Master Plan*.

The key initiatives will be implemented as opportunities arise through redevelopment and the budget. Many of the key projects arising from the *Master Plan* will be subject to further, more detailed design and planning by the *Central Canberra Implementation Program*.

The key initiatives include:

- Edinburgh Avenue Extension
- University Avenue Gateway
- London Circuit Main Address Street
- Childers Street Precinct
- Alinga/Childers Street Park
- Marcus Clarke Street Upgrade
- Hobart and Farrell Places Revitalisation
- Vernon Circle and City Hill Connections
- City West Lake Foreshore Development

Refer to Table 1 for the proposed character of the streets and lanes.
5.1.1 EDINBURGH AVENUE EXTENSION

Edinburgh Avenue will be extended from London Circuit through to Vernon Circle to reinforce its importance as one of Griffin’s radial avenues (refer to Figure 31). Edinburgh Avenue will become an avenue of distinction with a generous scale and character dominated by native street trees. The extended section of the avenue will be narrowed from the existing avenue width of 60 metres to 30 metres. This is consistent with the existing width of Constitution Avenue. Street tree plantings in the verges and a narrow median will be consistent with the existing native street trees. Residential development will be focussed around the Edinburgh Avenue area.

While outside the study area, it is also recommended that Constitution Avenue extend through to Vernon Circle to match the Edinburgh Avenue extension. These connections to Vernon Circle will effectively bring the City and associated development south towards the Lake. This will allow the Commonwealth Avenue cloverleaf road to London Circuit to be deleted, which will create a potential development site. The links between the City and the National Museum of Australia will be strengthened. Access from all parts of the City to the museum will become much more direct with the extension of Edinburgh Avenue to Vernon Circle. Vernon Circle will have on-street parking and traffic signals at the intersections with Constitution and Edinburgh Avenues, encouraging opportunities for development to front onto Vernon Circle.
FIGURE 32  Existing view along Edinburgh Avenue looking northeast towards City Hill

FIGURE 33  Proposed view along Edinburgh Avenue looking northeast towards City Hill

FIGURE 34  Proposed section (northwest-northeast) through Edinburgh Avenue
5.1.2 UNIVERSITY AVENUE GATEWAY

The role of University Avenue as a formal ‘gateway’ and main entrance to the ANU, and one of Griffin’s radial avenues, will be reinforced (refer to Figure 35).

University Avenue will have a unified streetscape along its entire length. The existing median will be removed, the road pavement narrowed and the footpaths widened. A single traffic lane in each direction will be provided with on-street parking restricted to outside high traffic times at the eastern end.

University Avenue will extend into the ANU campus with car access to a new intersection with Ellery Crescent; this is a reinstatement of Griffin’s design intention. A gateway to the ANU will be developed along University Avenue that extends from Marcus Clarke Street into the campus to strengthen physical links between the City and University.
5.1.3 LONDON CIRCUIT MAIN ADDRESS STREET

London Circuit is a key access street to all districts of the City. Many of the major civic functions are located around London Circuit. London Circuit will be reinforced as the main address street or ‘grand boulevard’ of the City (refer to Figure 36). London Circuit will become the most desirable business address in the City, accommodating predominantly government and commercial land uses.

Griffin’s unique hexagonal street pattern will be reinforced in the planting, paving and architecture lining London Circuit. The streetscape will develop with a generous scale and pleasant tree lined character. A pedestrian promenade will have the potential for a double staggered row of street trees with hard paving and on-street parking on both sides. The paving material and street furniture will reflect the significance of this street in the hierarchy of streets in the City.

The only change proposed to the London Circuit cross section will be the removal of the median to enable a double staggered row trees. Removal of the median will require improved pedestrian crossings of this wide street. In order to facilitate this, the number and quality of the pedestrian crossing points will be increased so they are more obvious in the street network. A number of intersections will be signalised at University Avenue, West Row and possibly Hobart Place, also improving pedestrian crossing of London Circuit.

The Central Canberra Implementation Program will investigate options for the treatment for London Circuit.
5.1.4 CHILDERS STREET PRECINCT

The Childers Street Precinct west of Marcus Clarke Street will become a vibrant place with priority on pedestrians (refer to Figure 37). The existing positive qualities of innovation, creativity and sense of community will be fostered in this location to encourage greater interaction between the City and the University. The area will have a pleasant ‘eat street’ character with a human scale and fine grain of development.

Childers Street will develop a distinct and consistent street character. It will change from the existing single carriageway to a divided road. A single travelling lane in each direction will be supported by on-street parking on both sides. The verge on the eastern side will be wider to create a linear park with a staggered double row of trees. The median and western verge will have a single row of street trees.

Interaction will be encouraged between the existing groups, the ANU academic community and new users of the area with relatively low cost food markets, cafes, restaurants and bookshops. Social, arts and cultural events will be encouraged and will include a program of interaction for public spaces with markets, festivals, theatre, community gatherings, and pleasant spaces for people to gather and sit.

Mixed use development with active and multiple frontages that address the street will be promoted to support activities related to business, the arts, community, environment, health and residential uses. An alternative, smaller scale and relatively low cost business environment will be encouraged. Retail activity and community and arts groups will be permitted in development in locations with good public access and visibility at ground and first floor levels. Commercial uses will be located above ground and first floor levels and can act as a buffer, with residential development permitted on higher floor levels between active ground floor uses. Building heights up to 6 storeys will be permitted in the precinct.
FIGURE 38 Existing view along Childers Street looking south towards the School of Art

FIGURE 39 Proposed view along Childers Street looking south towards the School of Art

FIGURE 40 Proposed section (west-east) through Childers Street with linear park

FIGURE 41 Proposed section (west-east) though Childers Street with wider median
5.1.5 ALINGA/CHILDERS STREET PARK

The role of Alinga and Childers Streets as major pedestrian routes will be enhanced by the creation of a new park at the junction of these streets (refer to Figure 42). The park will reinforce the visual and physical aspects of the pedestrian route from City Walk along Alinga Street to provide access to the Childers Street precinct.

The park will provide recreation opportunities for the existing concentration of office workers in the area and for future people living and working in the area. The existing high value trees on the site will form the basis of the park. An attractive development opportunity with north-facing frontage to the park will be created.

The site currently contains a surface car park and child care centre. The Health Promotions Building was demolished in 2003. The child care centre could continue to operate in the park. This would enhance the activity around, and safety of, the child care centre.
FIGURE 43 Existing view of Alinga/Childers Street park area looking northwest

FIGURE 44 Proposed view of Alinga/Childers Street park looking northwest

FIGURE 45 Proposed section (south-north) through Alinga/Childers Street park
5.1.6 MARCUS CLARKE STREET UPGRADE

Marcus Clarke Street is recognised as a major north-south distributor of traffic through the City. While this role is acknowledged, Marcus Clarke Street will be effectively downgraded to improve east-west connections across the City (refer to Figure 46).

The northern section of Marcus Clarke Street between Barry Drive and Alinga Street will terminate at a new modified ‘T’ intersection linking directly into Alinga Street. The section of Marcus Clarke Street between Barry Drive and Edinburgh Avenue will be a divided road with provision for parking, cyclists and traffic carried on two travelling lanes in each direction with on-street parking at some points.

Marcus Clarke Street will be extended to the south over Parkes Way. The current cul-de-sac section of Marcus Clarke Street to the south of Edinburgh Avenue will be widened to two lanes of traffic in each direction. A new roundabout will provide access to Acton House, Rydges Hotel, Capital Tower and other development on these sites. South of the roundabout, Marcus Clarke Street will ramp up over Parkes Way as a single carriageway with provision for on-road cycling and ramp down to provide access to the Lake foreshore. This will effectively bring the City closer to the Lake by providing access to the foreshore and development opportunities along the foreshore.

A consistent streetscape character will be established with street tree plantings in the median and verges and allowance for higher building heights.

To provide for safe pedestrian movement and accommodate increased traffic along Marcus Clarke Street, several new traffic signals will be installed at the intersections with Childers/Rudd Streets, Ellery Crescent and Gordon Street.

While outside the study area, it is also recommended that Allara Street extend through to the Lake to match the Marcus Clarke Street extension. This will assist with improving the accessibility and legibility of the City. These connections and other solutions such as land bridges over Parkes Way will be subject to further consideration by the Central Canberra Implementation Program.
FIGURE 47 Existing view along Marcus Clarke Street looking south towards Alinga Street

FIGURE 48 Proposed view along Marcus Clarke Street looking south towards Alinga Street

FIGURE 49 Proposed section (east-west) through Marcus Clarke Street
5.1.7 HOBART AND FARRELL PLACES REVITALISATION

As identified in the Key Issues, comprehensive redevelopment of Hobart and Farrell Places is necessary to achieve desirable building footprints (refer to Figure 50). Revitalisation incentives, additional development rights for proposals that consolidate leases and joint ventures will be considered to assist with redevelopment of these areas. Heritage impacts will be managed for blocks containing or adjacent to heritage listed buildings, such as the ANZ Building, where extra floor space is permitted.

Blocks and building footprints with northern orientation will be maximised. The opportunities for buildings with street frontages will be maximised to encourage activity at the street level to enliven the public spaces. Higher buildings in City West would be centred on the Hobart and Farrell Places area.

The Marcus Clarke Street/Hobart Place intersection will be reinstated to improve vehicular access to this precinct. On-street car parking will be provided on all surrounding streets, with surface car parking and public open spaces provided within the sections.

The popular pocket park to the west of the Melbourne Building will be enlarged and enhanced to assist in revitalising the precinct.
FIGURE 51  Existing view along Hobart Place looking northwest

FIGURE 52  Proposed view along Hobart Place looking northwest

FIGURE 53  Proposed section (south-north) through Hobart Place
5.1.8 VERNON CIRCLE AND CITY HILL CONNECTIONS

The character and function of Vernon Circle will change from that of a relatively high speed arterial street to a lower speed ‘city street’ (refer to Figure 54). This will encourage destination traffic into the City and through-traffic to move around the City along streets such as Clunies Ross Street. These changes will assist with improving access to City Hill so that it can become an active, vital urban space at the heart of the City.

A boulevard will be created with street trees, a pedestrian pavement and short stay on-street parking around the outside edge to define Vernon Circle as a place. While Vernon Circle will remain in its current shape and cross section, it will change dramatically in appearance with frontage parking allowed for each development to create a more urban environment.

There is currently no provision for pedestrian access to City Hill, which is ringed by the heavily trafficked Vernon Circle. The extension of Edinburgh and Constitution Avenues will require traffic signals at the intersections with Vernon Circle. This will provide opportunities for the safe movement of pedestrians to City Hill from the rest of the City; provide access from the avenues to Vernon Circle and ensure compatibility with the car parking intended along Vernon Circle; and allow the removal of the Commonwealth Avenue loop to London Circuit to create a potential development opportunity. These measures will effectively bring the City closer to the Lake.

Buildings around the outside edge of Vernon Circle will address the street with large setbacks and a symmetrical relationship to the major axes, while preserving views to and from the City and its setting.

The Central Canberra Implementation Program will give further consideration to the nature of the role and character of Commonwealth and Northbourne Avenues, City Hill and Vernon Circle.
FIGURE 55 Existing view along Vernon Circle looking northwest towards the Supreme Court

FIGURE 56 Proposed view along Vernon Circle looking northwest towards the Supreme Court

FIGURE 57 Proposed section (west-east) through Vernon Circle and City Hill
5.1.9 CITY WEST LAKE FOreshore DEVELOPMENT

The extension of Marcus Clarke Street over Parkes Way will provide improved access to the Lake for pedestrians, cyclists and vehicles (refer to Figure 58). The character of the foreshore to the south of the City West area will change (refer to Figure 59). With improved access, development opportunities will be created along the foreshore to activate this part of the City. This development will effectively bring the City down to the Lake and strengthen these connections.

Further work regarding the extension of Marcus Clarke Street and other solutions to bridge over Parkes Way and create development opportunities along the Lake foreshore will be considered by the Central Canberra Implementation Program.

**FIGURE 58** Indicative outcome of development along the foreshore

**FIGURE 59** Indicative view of development along the foreshore
5.2 Planning policies

A number of key planning policies for City West must be implemented. The policies will be considered during the preparation and assessment of development proposals by developers and relevant government agencies.

The planning policies include:
- Sustainable development incentives
- Community benefit
- City West revitalisation incentives
- *Territory Plan* variations recommended
- Socially responsive urban design
- Water sensitive urban design
5.2.1 SUSTAINABLE DEVELOPMENT INCENTIVES

The Government is committed to high quality, sustainable development and management. It is proposed that incentives be developed to encourage more sustainable development in City West. In addition, it is proposed to identify benchmarks and to begin to set minimum levels of performance. A cost-benefit analysis should be undertaken to determine if the incentives are desirable and/or necessary.

It should be acknowledged that the Green Building Council of Australia released its Green Star ratings tool for commercial buildings in 2003. ACTPLA is currently considering various energy rating systems, including Green Star. Residential development could be rated by the software model used by the ACT House Energy Rating Scheme (ACTHERS), which functions under the Territory Plan.

Before a rating system is formally adopted in the ACT, there would need to be further review and refinement with industry and ongoing work to identify sustainable incentives, including:

- Recognition through certification and awards.
- Support in collaborating and working with specialist environmental agencies.
- Individual marketing advantages of developments.

The following rating scheme is based on that outlined in the Melbourne Docklands ESD Guide. The scheme measures predominantly environmental innovations and improvements in precincts and buildings. Achievement under the scheme may be recognised at three levels based on the number of points attained for individual buildings. There would be 11 points available for residential and commercial development (refer to Table 2).

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Performance points</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Innovative sustainable development technology</td>
</tr>
<tr>
<td>B</td>
<td>Sustainable development/energy design professional</td>
</tr>
<tr>
<td>C</td>
<td>Community participation/district systems</td>
</tr>
<tr>
<td>D</td>
<td>Partnering-financing-energy performance</td>
</tr>
<tr>
<td></td>
<td><strong>Total points</strong></td>
</tr>
</tbody>
</table>

The three progressive levels of sustainable development achievement are:

- **CERTIFICATE OF ACHIEVEMENT** ~ This would be the mandatory minimum level of achievement for development in City West. A minimum of three performance points would be required for this level.

- **AWARD OF MERIT** ~ This level of achievement would be acknowledged as a move towards best practice and be awarded to recognise an increased level of commitment. A minimum of five performance points would be required for this level.

- **AWARD OF EXCELLENCE** ~ This level of achievement would be considered to represent overall environmental excellence and be in the realm of best practice. A minimum of seven performance points would be required for this level.
A  Innovative sustainable development technology

PURPOSE
City West would be the foremost example of commercially attractive, sustainable development and innovation is encouraged to meet this aim. This indicator would reward sustainable development solutions that are innovative and practical. In addition to this indicator, buildings and precincts in City West would incorporate future best practice, sustainable development initiatives as they are identified.

CRITERIA
Items nominated as innovative sustainable development technology would be demonstrated to meet one of the following criteria:

- The design contains original and innovative technology.
- The design utilises existing technology in a novel way.

To satisfy the criteria, intellectual property must be owned by the persons claiming credit for the innovation, as well as demonstrating benefit to the environment.

A maximum of three points would be available for this item, awarded in full or part at the discretion of ACTPLA from the assessment of the submitted design statement. If elements contained in the reporting for this item were deemed to offer commercial advantage, ACTPLA would respect non-disclosure of the design for a period of 12 months.

B  Sustainable development/energy design professional

PURPOSE
Achieving commercially viable, sustainable development requires identification and design resolution of those initiatives that provide best environmental benefit for least investment. This often requires consideration of complex interactions that span traditional design team disciplines.

CRITERIA
Demonstrate the use of a sustainable development/energy specialist in the design process, including copies of the specialist’s reports and recommendations.

A maximum of two points would be available for this item, awarded in full or part at the discretion of ACTPLA from the assessment of the submitted design statement. If elements contained in the reporting for this item were deemed to offer commercial advantage, ACTPLA would respect non-disclosure of the design for a period of 12 months.

C  Community participation/district systems

PURPOSE
For many systems, such as water treatment and energy generation, the best solutions may be those that serve multiple buildings, sites or even precincts. The criteria will recognise an individual building’s contribution to the viability of a site-wide or off-site initiative.

CRITERIA
Demonstrate that an off-site facility or on-site facility that services other buildings contributes a substantial amount of the demand for energy or waste system it contributes to.

A maximum of four points would be available for this item, awarded in full or part at the discretion of ACTPLA from the assessment of the submitted design statement. If elements contained in the reporting for this item were deemed to offer commercial advantage, ACTPLA would respect non-disclosure of the design for a period of 12 months.

D  Partnering in finance and energy performance

PURPOSE
The adoption of sustainable development in a manner that is commercially viable is often assisted by innovative methods of financing, partnering with solution providers, or performance contracts.

CRITERIA
Demonstrate partnering in finance, energy performance contracts or similar for project elements that are a minimum 0.25% of the project construction budget.

A maximum of two points would be available for this item, awarded in full or part at the discretion of ACTPLA from the assessment of the submitted design statement. If elements contained in the reporting for this item were deemed to offer commercial advantage, ACTPLA would respect non-disclosure of the design for a period of 12 months.
5.2.2 COMMUNITY BENEFIT

The Master Plan provides a framework within which various community benefits can be sought in accompaniment with development. Community benefit could be the subject of specific government policies. Likely target areas for community benefit include the provision of affordable housing and/or community facilities, and the replacement of any substantial and important trees lost due to development.

When releasing land in City West, the Government may choose to incorporate the following requirements for community benefit into the lease and development conditions for sites. Where a lease variation for a higher value purpose of a site is sought, the Government may require or seek to negotiate a specific community benefit, noting that this would likely affect any relevant change-of-use charge for the lease variation.

AFFORDABLE HOUSING

The issue of housing affordability is important for the community and will become more important in City West as the residential population increases in the future. The Master Plan provides the flexibility for supporting affordable housing initiatives and can respond to specific government policies.

The Government established an Affordable Housing Taskforce to provide advice on opportunities for addressing the increasing pressures on the lack of housing affordability. The Final Report of the ACT Affordable Housing Taskforce was provided to the Government in December 2002. The Government will be working to put in place opportunities to:

- Assist in improving affordability through initiatives targeted at developing and expanding social housing.
- Encourage financial and development partnerships with the private sector.
- Promote the expansion of private rental housing targeted for low income people and families.
- Support home ownership.
- Support use of land planning mechanisms.
- Increase community and industry awareness.

The Government considers that the need for affordable housing in the City centre is strong, and that a broad social mix of residents and adequate supply of affordable housing should be supported as part of the future development of City West. To this end, the Government will aim to ensure that a minimum of 5% of residential accommodation established through the Master Plan will be offered for low and medium income earners, and where possible will be managed by affordable housing providers.

SUBSTANTIAL AND IMPORTANT TREES

Substantial and important trees may be considered for removal if it is demonstrated to ACTPLA, having regard to the broader strategic planning objectives of the Territory Plan and associated urban design and planning, that all reasonable development options and design solutions have been considered to avoid or minimise the requirement for tree damaging activity.

When substantial and important trees are removed, then double the number of trees lost must be replaced either on the site or in the public domain with a mature tree of the same species to the satisfaction of the Territory. Adequate space must be set aside to allow for the normal growth and development of trees, including large trees.
COMMUNITY FACILITIES (CHILDERS STREET PRECINCT ONLY)

Strategic locations for community facilities are sites within the Childers Street Precinct west of Marcus Clarke Street (refer to Figure 60). In addition, the existing child care centre site (Block 5 Section 68 City) in the Childers Street Precinct will be retained for community uses.

At the time of release of a site or redevelopment of a site in this precinct, the demand for community facilities, including the type, size and location required, will be assessed. Developers may be required to provide community facilities as an integrated part of the development.

Design of the community facilities will need to be carried out in consultation with the relevant community group or groups to ensure their needs are met to the satisfaction of the Territory.

When construction is complete, it may be appropriate for the community space to be unit titled and the asset handed back by the developer to the Territory for ongoing maintenance with rents set at community facility rates.
5.2.3 CITY WEST REVITALISATION INCENTIVES

The targeting of incentives to City West would enable industry to focus attention on the area most in need of redevelopment. Incentives would be aimed at encouraging the comprehensive redevelopment of Hobart and Farrell Places (Sections 3 and 5 City) in City West. A cost-benefit analysis should be conducted in order to access the appropriateness of offering any incentives.

These incentives will:

- Encourage the consolidation of leases to assist in the structural redevelopment of blocks and sections.
- Allow for the conversion of office buildings to residential accommodation including serviced apartments and hotels.
- Encourage a greater mixed land use pattern in the City.
- Attract long term residents to the City.
- Allow for provision of basement car parking by consolidating leases and reconfiguring lease boundaries.
- Ensure the protection of the heritage of the area.

Incentives may include opportunities for full or lesser remissions of change of use charge for lease variations, consolidations and subdivisions. Incentives may include:

- Waiver of development application fees.
- 100 per cent remission of the change of use charge.
- Sunset clause for a waiver of stamp duty of up to 12 months after the development has been completed.
- Once-only waiver of stamp duty for the sale or sublease of residential units individually valued at less than $350,000. The waiver is for the full value of stamp duty up to $250,000 reducing to zero by $350,000.
- Once-only waiver of stamp duty for the sale or sublease of any commercial component of the development other than office space.
- A reduction in the number of car parking spaces required for development.
- Additional development rights where the consolidation of leases enables redevelopment to occur. Heritage impacts must be managed for blocks containing or adjacent to heritage listed buildings where extra floor space is permitted in consultation with the Heritage Council.

It is proposed that the incentives apply only to Hobart and Farrell Places in City West until 30 June 2005. Applicants will have until 30 June 2005 to seek approval and a further period will be allowed for applicants to apply for stamp duty waiver.
5.2.4 TERRITORY PLAN VARIATIONS RECOMMENDED

To implement the Master Plan, the Territory Plan Written Statement and Map will need to be varied. The draft variation to the Territory Plan applies to those sites where the existing land use policy needs to be varied to enable the recommendations of the Master Plan to be implemented. It also proposes to incorporate objectives and planning controls into the Written Statement that are specifically aimed at achieving the outcomes envisaged by the Master Plan.

The changes described below, in association with the existing planning controls, create a planning framework that is flexible and allows for diversity, social inclusion and broadens the range of commercial and residential uses without excluding community groups. When varied, the Territory Plan will provide opportunities for community groups to be appropriately accommodated in City West and residential development to take advantage of the amenity provided by the proximity to the Lake, Acton Peninsula, the ANU and the inner City.

PROPOSED CHANGES TO THE TERRITORY PLAN WRITTEN STATEMENT

The proposed changes to the Written Statement include:

- Amend the Civic Centre Precinct Boundaries diagram to show a revised ‘b1’ precinct west of Marcus Clarke Street and north of University Avenue.
- Amend the Civic Centre diagram to include Block 6 Section 63 Acton.
- Include additional objectives for the ‘b1’ precinct west of Marcus Clarke Street and north of University Avenue aimed at providing for community facilities, a focus on arts and community uses and opportunities for mixed use development.
- Amend the building height controls for ‘b1’ precincts to allow nine storey development and consideration of more than one building per section up to RL617 only when it is part of an approved comprehensive design for a section. Buildings on blocks west of Marcus Clarke Street and north of University Avenue are to be limited to six storeys maximum.
- Allow light industry activities where such use does not adversely impact on adjacent sites within the ‘b1’ precinct west of Marcus Clarke Street and north of University Avenue.
- Promote active frontages along main pedestrian routes.
PROPOSED CHANGES TO THE TERRITORY PLAN MAP

The proposed changes to the Territory Plan map include:

▸ Realigning the corner of Barry Drive and Marcus Clarke Street.
▸ Realigning the corner of Alinga Street and Marcus Clarke Street.
▸ Amending the Intertown Public Transport (IPT) route.
▸ Providing open space around the existing child care centre.
▸ Adding a Commercial A Precinct ‘b1’ land use policy to several sites west of Marcus Clarke Street and north of University Avenue, including the ACTION bus depot, but excluding the Street Theatre, Canberra Workers Club, multi storey car park and existing child care centre.
▸ Adding a Commercial A Precinct ‘b1’ land use policy to part of the existing surface car park on the corner of Marcus Clarke Street and Hobart Place.
▸ Providing a new residential area on Section 20 City.

The draft variation map (Figure 61) indicates the proposed land use policy boundaries as accurately as possible but may be subject to adjustments following detailed surveys.

PRELIMINARY ASSESSMENT

Appendix II of the Territory Plan prescribes classes of decisions that trigger a mandatory Preliminary Assessment.

The proposed draft variation to the Territory Plan will trigger a mandatory Preliminary Assessment because it proposes to remove an existing Community Facility Land Use Policy and Urban Open Space Land Use Policy.

It is proposed that a Preliminary Assessment for the whole of City West will be prepared. An assessment of any heritage issues associated with the architectural and planning values of the area will be identified in the Preliminary Assessment.
FIGURE 61  Proposed changes to Territory Plan Map
5.2.5  **SOCIALLY RESPONSIVE URBAN DESIGN**

Urban design, planning and development in City West must be consistent with community safety principles and should adopt socially responsive urban design principles of crime prevention and public safety.

General crime prevention and public safety issues that may relate to any setting in City West include:

- Lighting.
- Natural surveillance and sightlines.
- Signage.
- Building design.
- Land use mix.
- Landscaping.
- Spaces safe from entrapment.
- Management and maintenance.

Applying these principles in the design or redesign of precincts, public spaces and buildings will contribute to the safety of the spaces and places as part of a comprehensive crime prevention strategy.

All development in City West must comply with the relevant guidelines outlined in the *ACT Crime Prevention and Urban Design Resource Manual*.

5.2.6  **WATER SENSITIVE URBAN DESIGN**

Water sensitive urban design is a philosophical approach to urban planning and design that aims to integrate the management of total urban water cycle into the urban development process.

In many jurisdictions, the initial driver for water sensitive urban design is focused on reducing the impacts of urban development and redevelopment on stormwater runoff through improved environmental management of stormwater. However, it is becoming more common practice to use water sensitive urban design to manage the total urban water cycle. This includes addressing the issue of conservation of water resources through a reduction in consumption and the reuse and recycling of stormwater and wastewater.

The implementation of water sensitive urban design involves the application of a broad range of measures aimed at reducing the reliance on the town water supply system, exploiting
opportunities for the reuse of wastewater (both treated effluent and greywater), and reducing the export of stormwater runoff. The aim of reducing runoff is to reduce the amount of pollutants leaving City West and entering Sullivans Creek, the Lake and downstream stormwater systems and streams.

As the revitalisation of City West occurs, opportunities will be sought and encouraged to implement water sensitive urban design measures wherever possible and practical. New and refurbished buildings in City West will be encouraged to implement water efficient measures aimed at minimising the use of water and exploiting opportunities for collection and use of rainwater and the reuse and recycling of wastewater. Opportunities will also be sought in the public spaces in City West to implement water sensitive measures.

New development will be consistent with Water ACT: A Draft Policy for Sustainable Water Resource Management and Think Water, Act Water and will adopt water sensitive urban design measures.

Specific water sensitive urban design measures for City West may include:

- Water harvesting, storage and distribution systems to reduce demand on potable water supplies and lower stormwater discharge.
- Plumbing retention systems including domestic rainwater tanks into a second class water service such as toilets or irrigation.
- Appropriate landscaping measures and plant selection to minimise water usage and opportunities to retard the discharge of stormwater flows.
- Restricting the amount of hard paved area and use of porous pavements to reduce runoff and increase absorption on-site.
- Exploring options to carry out retention or detention works off-site as an alternative to on-site control. For example, by incorporating a stormwater retention function along the linear park in the median or eastern verge of Childers Street.
5.3 Development program

The development program includes City West in 2003 and an indicative development sequence that leads to an indicative outcome for City West.

City West in 2003 is illustrated in Figure 62. To indicate how City West may develop incrementally, an indicative development sequence in four stages (Figures 63-66), and an indicative outcome (Figure 67), are illustrated. Pertinent actions in terms of land release, development, redevelopment and capital works at each stage of development are described.

Assumptions made in the indicative development sequence are that:

- There are a number of opportunities currently known to exist in City West.
- The land release program aims to not exceed market demand and to ensure consistency with capital works.
- Capital works are to be funded by a combination of the capital works program, off-site works and the sale of Territory land.
5.3.1 CITY WEST IN 2003

FIGURE 62  City West in 2003
5.3.2 INDICATIVE DEVELOPMENT SEQUENCE (a)

DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES

◖ Redevelopment of Block 1 Section 4 City (City Labor Club) for mixed uses.
◖ Development of Blocks 2 and 3 Section 6 City for mixed uses.

LAND RELEASE OPPORTUNITIES

◖ Development of the eastern part of Block 13 Section 63 City at the corner of Northbourne Avenue and London Circuit for civic administration uses.
◖ Redevelopment of the northern part of Block 1 Section 21 City and Block 6 Section 63 Acton at the corner of Barry Drive and Marcus Clarke Street for mixed uses.
◖ Development of Section 61 City sites facing London Circuit and Farrell Place for mixed uses.
◖ Redevelopment of Blocks 2 and 7 Section 4 City (ACTION bus layover) for mixed uses.

CAPITAL WORKS

◖ Closure of the ACTION bus layover at Blocks 2 and 7 Section 4 City and establishing bus parking at on-street locations in the City.
◖ Upgrading of London Circuit from Northbourne Avenue to Edinburgh Avenue.
 ◖ Upgrading of the northern section of Marcus Clarke Street between Barry Drive and University Avenue.
 ◖ Upgrading of Alinga Street from Marcus Clarke Street to Northbourne Avenue.
 ◖ Construction of lanes between Block 1 Section 4 City and Blocks 2 and 7 Section 4 City, and on Section 6 City, Section 21 City, Block 13 Section 63 City and Section 61 City.
FIGURE 63  Indicative development sequence (a)
5.3.3 INDICATIVE DEVELOPMENT SEQUENCE (b)

DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES

- Possible extension of the Street Theatre or redevelopment of Block 2 Section 30 City and the southern part of Block 3 Section 30 City.

LAND RELEASE OPPORTUNITIES

- Development of the remaining sites on Section 61 City facing Marcus Clarke Street for mixed uses.
- Development of Blocks 2 and 3 Section 20 City for mixed uses.
- Development of the eastern part of Block 13 Section 63 City at the corner of London Circuit and Edinburgh Avenue for civic administration.
- Redevelopment of the remaining sites on Block 1 Section 21 City facing Hutton Street and Childers Street for mixed uses.
- Redevelopment of Block 1 Section 31 City for mixed uses.
- Development of the southern part of Block 11 Section 63 City for mixed uses.

CAPITAL WORKS

- Upgrading of Marcus Clarke Street from University Avenue to Edinburgh Avenue.
- Upgrading of Hutton Street.
- Construction of the Alinga/Childers Street park at the junction of Alinga and Childers Streets.
- Upgrading of the northern end of Childers Street and reinstatement of the vehicular connection through to Marcus Clarke Street.
- Upgrading of University Avenue from London Circuit to Childers Street.
- Extension of Edinburgh and Constitution Avenues through to Vernon Circle.
- Upgrading of the remaining section of London Circuit between Edinburgh Avenue and Commonwealth Avenue bridge.
- Construction of the Allsop Street extension.
- Construction of lanes on Sections 21, 61 and 63 City.
FIGURE 64  Indicative development sequence (b)
5.3.4 INDICATIVE DEVELOPMENT SEQUENCE (c)

DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES

- Internal refurbishment of the Family Court at Block 4 Section 28 City with the external building form retained.
- Redevelopment of the structured car park at Block 1 Section 68 City with active ground floor uses.

LAND RELEASE OPPORTUNITIES

- Development of the northern part of Block 3 Section 30 City for mixed uses.
- Development of the southern part of Block 2 Section 68 City for mixed uses.
- Development of the western part of Block 4 Section 2 City for mixed uses.
- Development of Block 9 and the western part of Block 13 Section 63 City facing London Circuit (north) for civic administration uses.
- Development of the northern part of Block 11 Section 63 City and the northern part of Block 12 Section 63 City for civic administration uses.

CAPITAL WORKS

- Upgrading of the remaining section of Childers Street between Hutton Street and the School of Art.
- Extension of the pocket park on the remaining eastern part of Block 4 Section 2 City and construction of the lane.
- Reinstatement of the connection of Hobart Place through to Marcus Clarke Street.
- Reinstatement of the connection of University Avenue west of Childers Street.
- Construction of lanes around Blocks 2 and 4 Section 28 City, Block 3 Section 30 City, and Blocks 9, 13, 11 and 12 Section 63 City.
FIGURE 65  Indicative development sequence (c)
5.3.5 INDICATIVE DEVELOPMENT SEQUENCE (d)

DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES

- Redevelopment of Rydges Hotel at Block 1 Section 7 City for mixed uses.
- Redevelopment of building stock in Hobart and Farrell Places at Sections 3 and 5 City.
- Extension of the Magistrates Court at Block 15 Section 63 City onto Block 14 Section 63 City.

LAND RELEASE OPPORTUNITIES

- Development of car park structures within the two cloverleaf road sites south of London Circuit.
- Development of part of Block 12 Section 63 City at the corner of Edinburgh Avenue and Vernon Circle for civic administration uses.
- Development of the site created by the removal of the cloverleaf road north of London Circuit and west of Northbourne Avenue, including part of Block 12 Section 63 City, for mixed uses.
- Possible release of Territory land in connection with redevelopment of building stock in Hobart and Farrell Places at Sections 3 and 5 City.

CAPITAL WORKS

- Removal of the cloverleaf road north of London Circuit and west of Northbourne Avenue.
- Extension of Marcus Clarke Street over Parkes Way.
- Extension of Allara Street through to Parkes Way with a left-in, left-out intersection.
- Construction of vehicular and pedestrian connections associated with the removal of the two cloverleaf roads south of London Circuit and construction of car park structures.
- Reinstatement of vehicular connections from Ellery Crescent to University Avenue and Kingsley Street to Allsop Street.
- Construction of lanes around Block 12 Section 63 City.
- Construction of lanes, public open spaces and surface car parks within Hobart and Farrell Places at Sections 3 and 5 City.
5.3.6 INDICATIVE OUTCOME

Figure 67 illustrates ways in which City West may develop over a period of time, with the aim of matching development and redevelopment opportunities with capital works opportunities. The key initiatives are important works in the public domain that are essential in order to achieve this outcome.
FIGURE 67  Indicative outcome
5.4 Priorities for capital works and land sales

Priorities for capital works bids and the land release program for City West are provided. These would be considered as part of the annual budget process. A cost-benefit analysis should be undertaken for each proposal in the capital works approval process. The Central Canberra Implementation Program will consider the integration of capital works and land release for the whole City and central area.

5.4.1 CAPITAL WORKS

Priorities for capital works bids for City West are provided in Table 3.


5.4.2 LAND SALES

Priorities for Territory land sites that may be released for development are indicated in Figure 65. Commonwealth development sites and redevelopment opportunities are not included, but may occur and have an impact.

The priorities for land release are based on:

▶ The opportunities known to exist in City West.
▶ Locations where growth is to be encouraged in City West.
▶ Programming that aims to not exceed market demand.
▶ Economic and budget priorities.

The priorities for land release may change as opportunities arise and with variations in economic and budget priorities. The integration of land release for the whole of the City will be considered in the Central Canberra Implementation Program.
### TABLE 3  Priorities and benefits of capital works

<table>
<thead>
<tr>
<th>Priority</th>
<th>Description of capital works</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upgrade London Circuit from Northbourne Avenue to Edinburgh Avenue.</td>
<td>Reinforces Griffin's hexagonal street pattern and improves the legibility of the City. Provides a consistent streetscape character along London Circuit.</td>
</tr>
<tr>
<td></td>
<td>Close the ACTION bus layover and develop on-street locations for bus parking in the City.</td>
<td>The bus layover occupies a large parcel of land that is highly visible, with frontage onto Marcus Clarke Street and University Avenue, sterilising this important corner and gateway site.</td>
</tr>
<tr>
<td></td>
<td>Upgrade north section of Marcus Clarke Street between Barry Drive and University Avenue.</td>
<td>Provides opportunities to reinstate Griffin's hexagonal street pattern at the intersection of Alinga Street and Marcus Clarke Street. Provides a consistent streetscape character along Marcus Clarke Street.</td>
</tr>
<tr>
<td>2</td>
<td>Upgrade Marcus Clarke Street from University Avenue to Edinburgh Avenue.</td>
<td>Provides a consistent streetscape character along Marcus Clarke Street.</td>
</tr>
<tr>
<td></td>
<td>Create Alinga/Childers Street Park at junction of Alinga/Childers Streets.</td>
<td>Provides opportunities for active and passive recreation for the increasing numbers of people living and working in this part of the City.</td>
</tr>
<tr>
<td></td>
<td>Upgrade Childers Street from University Avenue to Marcus Clarke Street, and reinstate vehicular connection to Marcus Clarke Street.</td>
<td>Improves access to the Childers Street precinct west of Marcus Clarke Street. Provides a consistent streetscape character along Childers Street.</td>
</tr>
<tr>
<td>3</td>
<td>Extend Edinburgh Avenue and Constitution Avenue to Vernon Circle.</td>
<td>Allows the removal of the cloverleaf road south of London Circuit and the release of this site for development.</td>
</tr>
<tr>
<td></td>
<td>Upgrade remaining section of London Circuit between Commonwealth Avenue bridge and Edinburgh Avenue.</td>
<td>Reinforces Griffin's hexagonal street pattern and improves the legibility of the City. Provides a consistent streetscape character along London Circuit.</td>
</tr>
<tr>
<td>4</td>
<td>Extend Marcus Clarke Street over Parkes Way to the Lake foreshore.</td>
<td>Provides improved access to the Lake foreshore for pedestrians, vehicles and cyclists. With improved access, development opportunities will be created along the foreshore to activate this part of the City.</td>
</tr>
<tr>
<td></td>
<td>Construct a land bridge between Marcus Clarke Street and Commonwealth Avenue.</td>
<td>As above.</td>
</tr>
</tbody>
</table>
FIGURE 68  Priorities for release of Territory land sites
Table 4 sets out the priorities and benefits of land release, and describes each site in terms of location, area and current use.

<table>
<thead>
<tr>
<th>Priority</th>
<th>Site No.</th>
<th>Description of site and existing use</th>
<th>Site area (m² approx)</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A</td>
<td>Part Block 12 Section 63 City. Surface car park.</td>
<td>7,000</td>
<td>Opportunity to accommodate a relatively large corporation or government department. London Circuit becomes the City’s main street.</td>
</tr>
<tr>
<td>1</td>
<td>B</td>
<td>West part Section 61 City. Surface car park.</td>
<td>2,900</td>
<td>Marcus Clarke Street is reinforced with continuous built form and frontage.</td>
</tr>
<tr>
<td>1</td>
<td>C</td>
<td>East part Section 61 City. Surface car park.</td>
<td>3,400</td>
<td>London Circuit becomes the ‘grand boulevard’ and main street of the City with appropriate and continuous built form and frontage.</td>
</tr>
<tr>
<td>1</td>
<td>D</td>
<td>Block 1 Section 31 City, Health related services.</td>
<td>5,465</td>
<td>Marcus Clarke Street is reinforced with continuous built form and frontage.</td>
</tr>
<tr>
<td>2</td>
<td>E</td>
<td>Blocks 2, 6 and 7 Section 4 City. ACTION bus layover.</td>
<td>3,950</td>
<td>Opportunity to develop this prominent corner site with frontage onto Marcus Clarke Street and University Avenue.</td>
</tr>
<tr>
<td>2</td>
<td>F</td>
<td>South part Block 2 Section 68 City. Surface car park.</td>
<td>5,670</td>
<td>Opportunity for mixed use development to activate the Alinga/Childers Street Park and Childers Street.</td>
</tr>
<tr>
<td>2</td>
<td>G</td>
<td>North part Block 1 Section 21 City. ROCKS and part IPT route.</td>
<td>10,000</td>
<td>Opportunity to redevelop this site that contains run-down buildings that were not purpose built for the community facilities that they accommodate.</td>
</tr>
<tr>
<td>3</td>
<td>H</td>
<td>West part Block 4 Section 2 City. Surface car park.</td>
<td>1,800</td>
<td>Marcus Clarke Street is reinforced with continuous built form and frontage.</td>
</tr>
<tr>
<td>3</td>
<td>I</td>
<td>Southern part Block 1 Section 21 City and Block 6 Section 63 Acton. ROCKS.</td>
<td>6,300</td>
<td>Opportunity to redevelop this site that contains run-down buildings that were not purpose built for the community facilities that they accommodate.</td>
</tr>
<tr>
<td>3</td>
<td>J</td>
<td>North part Block 3 Section 30 City. Surface car park.</td>
<td>7,500</td>
<td>Opportunity for mixed use development in the Childers Street Precinct.</td>
</tr>
<tr>
<td>3</td>
<td>K</td>
<td>Northwest part Section 61 City. Surface car park.</td>
<td>1,000</td>
<td>Marcus Clarke Street is reinforced with continuous built form and frontage.</td>
</tr>
<tr>
<td>3</td>
<td>L</td>
<td>Southwest part Section 61 City. Surface car park.</td>
<td>1,200</td>
<td>Marcus Clarke Street is reinforced with continuous built form and frontage.</td>
</tr>
<tr>
<td>3</td>
<td>M</td>
<td>Blocks 2 and 3 Section 20 City. Surface car park and Aids Action Council.</td>
<td>8,620</td>
<td>Opportunity for mixed use development. The existing community facilities are not purpose built. The site is difficult to access, not highly visible and unsuitable for community uses.</td>
</tr>
</tbody>
</table>
The design guidelines for City West set out the urban design qualities required of future development and a minimum level of sustainable performance, while encouraging endeavour towards world’s best practice. By utilising the guidelines, the intent of the goals, objectives and principles of the Master Plan will be achieved.

The guidelines will assist in the preparation of lease and development conditions and development control plans, development application assessment and design of buildings, precincts and open spaces in City West. The guidelines are to be considered in the preparation and assessment of development proposals by developers and relevant government agencies.

The guidelines are divided into General and Precinct Design Guidelines and should be read in conjunction.

The General Design Guidelines address the design quality and performance of buildings and site works. They apply to all blocks and sections within City West and cover site development, indoor environmental quality, site facilities and energy.

The Precinct Design Guidelines address the integrity of the design of buildings and site works to ensure they reinforce overall character of the five distinct precincts (refer to Figure 69), including:

- Childers Street Precinct.
- Marcus Clarke Street Precinct.
- Shine Dome Precinct.
- London Circuit and Law Courts Precinct.
- Lake Foreshore Precinct.

In addition to the guidelines, development in City West must be in accordance with relevant ACT Government standards, other guidelines and codes for residential, commercial and mixed use development as introduced from time to time on ACTPLA’s Register of Planning Guidelines.
FIGURE 69  Five distinct precincts in City West
6.1 General Design Guidelines

The General Design Guidelines are based on those outlined in the *Melbourne Docklands ESD Guide*, which set a benchmark against which development in City West could be measured.

The General Design Guidelines aim to:

- Optimise sustainable design outcomes of precincts, buildings and open space.
- Increase incentives to minimise energy use.
- Lower water use, garden maintenance, and water and sewerage rates.
- Improve the light environment and lessen light pollution.
- Improve access for all people.
- Reduce damage to the ozone layer.
- Minimise the visual impact of car parking.
- Reduce greenhouse gasses emitted.
- Reduce harmful chemicals generated during fabrication and disposal.
- Protect old-growth forests.
- Use less energy to construct buildings and reduce ongoing energy costs.
- Encourage diversity in the future residential population.
- Reduce waste going to landfill.
- Improve the health, amenity, morale and productivity of building users.

6.1.1 SITE DEVELOPMENT

SOLAR ACCESS

Within each precinct and in keeping with the building height and setback provisions, all major open spaces should receive adequate sunlight penetration throughout most of the year. While some overshadowing would occur in each of the open spaces at some times of the day and year, the urban plan has been structured so that public open spaces with sun penetration can be accessed by users throughout the year. Solar access into dwellings within residential areas of the precinct and into internal courtyards is to be optimised.

**Objectives**

- Maintain appropriate solar access into streets, buildings, parks and plazas.
- Encourage the use of controlled sunlight or natural lighting within work environments in the precinct.
- Ensure that key living spaces within residential development in the precinct receive adequate sunlight.
- Provide adequate solar access to streets, public open spaces and private outdoor recreation spaces all year round.
- Utilise passive solar design wherever appropriate through building alignments, window placements, etc. to minimise energy use in residential, commercial and retail facilities.
DEVELOPMENT POTENTIAL
The Master Plan establishes building envelopes based on existing block configurations and related streets and open spaces. Amalgamation of blocks is anticipated subject to maintenance of the Master Plan objectives. It is recognised that sites will be developed over a considerable period of time. It is important that each phase of development creates a complete environment that responds to the objectives of the Master Plan and does not disadvantage initial developments and occupants in terms of amenity and value.

Objectives
- Allow for an orderly development process.
- Encourage multiple developers in order to ensure architectural variety.
- Ensure related amenity, services and infrastructure at each phase of development.
- Create development sites that will be attractive to investors and developers.
- Establish a practical approach to the progressive negotiation of the developers’ unit and community titles.

BUILDING HEIGHTS
The building heights nominated in Figures 71, 73, 75 and 77 are prescribed by façade height, awning and/or colonnade heights, floor to floor dimensions and envelope controls above façade lines. These controls are intended to reinforce the character and nature of the public domain of each precinct whilst optimising development potential.

Objectives
- Establish building elements of appropriate height and scale to provide a unified setting for heritage buildings and view corridors.
- Provide a high level of amenity in the public domain by restricting building heights to maintain winter sun from 12 noon to 2pm to major pedestrian spaces.
- Ensure adequate sunlight penetration for all courtyards, streets, parks and plazas.
- Provide minimum floor to ceiling heights, consistent with ACTPLA's Interim Apartment Guidelines, of:
  - 4.2m or 5.5m for a mezzanine type for the ground floor.
  - 3m for commercial levels above ground floor.
  - 2.7m for residential uses above commercial floors.
### OPEN SPACE

**Communal open space on development sites**

**Objectives**

- Provide 20% minimum of the site area for useable communal open space that is accessible, secure and usable for residents.
- Ensure that the communal open space available to residents will allow for the normal growth and development of trees, including large trees.
- Retain substantial and important trees.

**Private open space on development sites**

**Objectives**

- Ensure consistency with relevant guidelines and codes, while encouraging the exploration of alternatives above and beyond these requirements.

### 6.1.2 INDOOR ENVIRONMENTAL QUALITY

**AIR QUALITY**

**Objectives**

- Ensure the quality of air inside buildings for:
  - Residential apartments, by referring to the provisions of the relevant guidelines on ACTPLA’s *Register of Planning Guidelines*.
  - Commercial development, by improving ventilation efficiency of air distribution systems, incorporating CO₂ monitoring of return air systems and increasing minimum outside air supply volumes above the minimum required in the Australian Standard.
- Provide operable windows and rooftop gardens where possible.

**NATURAL LIGHTING**

**Objectives**

- Provide natural light to interiors for:
  - Residential development, by ensuring a daylight factor of 2.5% across 60% of the living areas in residential apartments within buildings, for the worst case apartment. Ensure residential building width does not exceed 18m.
  - Commercial development, by ensuring an average daylight factor of 2.5% across 30% of the general working space within buildings. General task areas such as resource rooms and stores are excluded from the area calculation.

**NOTE:** The daylight factor characterises the amount of daylight available in a space and is calculated under overcast sky conditions. It is defined as the percentage of the luminance from the sky outdoors available at a point in a room. The luminance is specified as the horizontal luminance. If the horizontal luminance outdoors is 7000 lux, then a 2.5% daylight factor will give 175 lux at the point concerned.
ACOUSTIC PRIVACY

Objectives

- Provide acoustic privacy for residents where commercial development adjoins walls and floors of residential dwellings. Dwellings will be required to at least meet the acoustic privacy requirements of ACTPLA’s *Interim Apartment Guidelines*.

VIEWS

Objectives

- Provide a direct connection between the internal work environment and outside for long distance vision in commercial development.
- Demonstrate that 90% of all workspaces are within 8 metres and direct line of sight of a perimeter window.

CFCS AND HCFCS

Objectives

- Minimise depletion of the ozone layer.
- Demonstrate the complete avoidance of HCFC and CFC-based refrigerants in all new development.

6.1.3 SITE FACILITIES

CYCLISTS

Objectives

- Provide cyclist facilities for residential development that meet the requirements of ACTPLA’s *Interim Apartment Guidelines*.
- Provide secure cycle storage and local changing facilities in commercial development for tenants at the rate of 5 spaces/1000m².

CAR PARKING

Objectives

- Ensure that:
  - Resident and visitor car parking for residential development meets the requirements of ACTPLA’s *Interim Apartment Guidelines*.
  - Parking for commercial developments is in accordance with the *ACT Vehicle and Parking Access Guidelines*.

**NOTE:** On-street parking is for general public use and cannot be specifically allocated to meet visitor and residents parking needs for new development.
### Recycling and Waste Disposal

<table>
<thead>
<tr>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Address waste generation and disposal during construction and operation of a development in terms of waste minimisation and recycling waste materials.</td>
</tr>
<tr>
<td>- Provide on-site storage and collection areas for service, waste and recyclables with minimum detrimental impact on amenity. The facilities must be easily accessible by building users and removal vehicles, and of sufficient capacity.</td>
</tr>
</tbody>
</table>

### 6.1.4 Energy

#### Minimum Energy Ratings

<table>
<thead>
<tr>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Ensure that developments are highly energy efficient.</td>
</tr>
<tr>
<td>- Demonstrate that:</td>
</tr>
<tr>
<td>- Commercial buildings achieve no less than 5 stars using the Green Building Council of Australia’s <em>Green Star</em> ratings tool.</td>
</tr>
<tr>
<td>- Residential buildings achieve no less than 4 stars using the ACT House Energy Rating Scheme (ACTHERS).</td>
</tr>
</tbody>
</table>

**NOTE:** For further information on Green Building Council of Australia’s *Green Star* rating tool refer to [www.gbcaus.org](http://www.gbcaus.org) and ACTHERS refer to [www.actpla.act.gov.au](http://www.actpla.act.gov.au)

### Natural Ventilation

<table>
<thead>
<tr>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Reduce reliance on mechanical ventilation and cooling and improve amenity by:</td>
</tr>
<tr>
<td>- Providing dual aspect residential apartments for natural ventilation to all living areas.</td>
</tr>
<tr>
<td>- Providing natural ventilation to undercover car parking with minimal detrimental impact on the streetscape.</td>
</tr>
</tbody>
</table>

### Low Energy Appliances

<table>
<thead>
<tr>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Encourage best practice energy efficiency by ensuring appliances in residential development have the highest star rating available locally at the time.</td>
</tr>
</tbody>
</table>

### Embodied Energy

<table>
<thead>
<tr>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Reduce the environmental impact caused by the energy invested into the procurement, manufacture and transport of building materials.</td>
</tr>
<tr>
<td>- Demonstrate material selection that minimises embodied energy when compared to each developer’s standard practice.</td>
</tr>
</tbody>
</table>
### PLANTATION TIMBER

**Objectives**
- Discourage the use of rainforest and old growth timbers.
- Demonstrate the use of timbers that are supplied from sustainable plantation sources or reused.

### WATER CONSERVATION

**Objectives**
- Reduce demand on potable water supplies and infrastructure.
- Demonstrate the use of water-efficient appliances and fittings according to the benchmark values of:
  - ~ 260L/person/day for residential use.
  - ~ 80L/person/day for commercial use.
- Ensure that 50% of all new plants in landscaped areas are drought and frost tolerant native species.

### HOT WATER

**Objectives**
- Reduce reliance on supply infrastructure in meeting hot water demands.
- Demonstrate that 30% minimum of hot water demands are met by solar collection.

### TREATMENT AND REUSE OF GREY WATER

**Objectives**
- Reduce demand on potable water supplies and infrastructure.
- Demonstrate on-site grey water treatment and reuse for a substantial proportion of grey water generated.

### ENVIRONMENTAL MANAGEMENT

**Objectives**
- Reduce loadings on stormwater systems by providing options for stormwater retention or detention in the public domain, especially along Childers Street.
- Demonstrate that 70% of all stormwater is contained on-site and reused.
- Provide integrated private/public environmental management.
6.2 Precinct design guidelines

6.2.1 CHILDERS STREET PRECINCT

PRECINCT DESCRIPTION
The Childers Street Precinct is bounded by Barry Drive, Marcus Clarke Street, University Avenue, the ANU and Hutton Street (refer to Figure 70). The precinct includes Sections 4, 21, 30 and 68 City, and Section 63 Acton.

Located between the ANU and the commercial activities of the City, the precinct forms an interface zone between the surrounding uses.
DESIRED FUTURE CHARACTER
It is envisaged that this precinct will most encapsulate the synergies between the University, the community, and arts and commercial activities of the City. This mix of uses at the transition between the City and the University will facilitate interaction and exchange. The precinct will be a high-density, mixed use area with a scale of development that recognises its proximity to the City and the transition to the higher commercial buildings of the City centre. The character of the precinct will provide opportunities for the whole Canberra community.

Key features in the precinct will be:
- Alinga/Childers Street Park at the northern end and Baldessin Square at the southern end of Childers Street.
- A linear park along the median or widened eastern verge of Childers Street.
- Art works in the public domain.

URBAN DESIGN OBJECTIVES
Land use
- Encourage a mix of uses related to business, environment, health, residential, community, cultural (eg. music, dance, theatre, graphic studios), academia/research and entertainment.
- Establish retail uses on the ground floor level, community uses at ground and/or first floor levels, and commercial and residential uses on the upper floor levels.
- Require active ground floor uses for all development facing major pedestrian routes, including University Avenue, Childers Street and Alinga/Childers Street Park.

URBAN FORM
Built form
- Create a built form at this interface between the City and the University that:
  ~ Defines and enhances the public realm without overwhelming pedestrians.
  ~ Provides a fine grain that mediates the scale of adjoining development.
  ~ Provides landmark elements for orientation to help understand the urban form, space, and circulation into and throughout the precinct.
  ~ Respects and responds to views from and to the site.
  ~ Provides clear building address and frequent spaced entries.
  ~ Provides awnings for buildings facing Childers Street, Alinga/Childers Street Park and any other parkland.
  ~ Provides setbacks for buildings with ground floor residential development to provide urban garden frontage and protect private amenity.
  ~ Ensures an integrated approach to built form across the streets.
Building heights

Ensure that building heights:

- Maintain an appropriate sense of community without the formation of ‘canyons’ of development.
- Are of an appropriate height and scale to provide a unified setting for heritage buildings and view corridors.
- Achieve compatibility with the scale of the University for buildings facing Childers Street with elements higher than 4 storeys setback from the front boundary.
- Define the relative importance of the streets and a transition to the higher buildings east of Marcus Clarke Street with buildings up to 6 storeys fronting Marcus Clarke Street, University Avenue and Barry Drive.
- Reinforce the primacy of University Avenue as a gateway to the University with built form and setbacks.
Building setbacks
Buildings are intended to be largely continuous along all significant frontages. However, some degree of flexibility is allowed in the siting and general configuration of buildings subject to ensuring urban design continuity and a consistent approach to form. Apertures or ‘breaks’ are allowed in building frontages where definition of streets and open spaces is maintained.

- Ensure that building heights:
  ~ Strengthen and reinforce street edges by the built form of the developments.
  ~ Reinforce the form and scale of public open spaces by the prescribed built form.
  ~ Have zero front setbacks in order to achieve a continuous built form to the streets.

Elevations, materials and finishes
- Create a consistent urban form and character.
- Allow for landmarks to be visually apparent.
- Encourage the use of local materials.
- Support the use of environmentally responsible materials.

OPEN SPACE
Public domain
- Create spaces for community events, markets, slow moving traffic, outdoor dining, active and passive recreation, and environmental education.
- Reflect the urbanity of the area in the scale, definition and treatment of spaces.
- Provide an urban space to signify a gateway/symbolic link between the City and the University.

HERITAGE MANAGEMENT
- Respect the heritage significance of the Family Court building (refer to the external planning controls of the relevant heritage register).
- Respect and retain the view corridors along:
  ~ Childers Street to Baldessin Square through to the School of Art.
  ~ Hutton Street to Drill Hall Gallery.
  ~ Alinga Street to Black Mountain.
6.2.2 MARCUS CLARKE STREET PRECINCT

PRECINCT DESCRIPTION
The Marcus Clarke Street Precinct is bounded by Rudd Street, Moore Street, West Row, London Circuit, Edinburgh Avenue and Marcus Clarke Street (refer to Figure 72). The precinct includes Sections 2, 3, 5, 6, 31 and 61 City.

Located between the University and the law courts, the precinct contains a concentration of related uses, including legal and financial firms.

FIGURE 72 Marcus Clarke Street Precinct
**DESIRED FUTURE CHARACTER**

It is envisaged that the precinct will contain most of the higher scale, commercial buildings in City West with a component of residential development and retail activity along major pedestrian routes.

Key features in the precinct will be:

- The expansion and enhancement of the pocket park south of Canberra House.
- Public spaces around the buildings to provide a focus for passive recreation.

**URBAN DESIGN OBJECTIVES**

**Land use**

- Encourage a mix of uses related to law, finance, residential and business.
- Establish retail and/or commercial uses on the ground and first floor levels.
- Establish commercial and/or residential uses on the upper floor levels.
- Require retail uses on the ground floor level facing London Circuit, Hobart Place and University Avenue.
- Encourage retail uses along all major pedestrian routes.

**Built form**

- Create a built form that:
  - Recognises the eastern side of Marcus Clarke Street as the higher building edge in City West.
  - Defines the street corners along Marcus Clarke Street with higher elements.
Building heights

- Differentiate maximum building heights of residential and commercial development to recognise the floor to ceiling heights of each use.
- Create a built form that defines and expresses the public domain without overwhelming pedestrians.
- Ensure an integrated approach to built form across University Avenue.
- Signify the importance of major corners of Marcus Clarke Street with buildings up to maximum RL617 along University Avenue, Alinga Street and Rudd Street. All other buildings will be maximum 9 storeys high.
- Respect and compliment the Law Courts and ANZ Building with sympathetic adjoining building heights.
**Building setbacks**

Buildings are intended to present a continuous façade along all significant frontages. However, some degree of flexibility is allowed in the siting and general configuration of buildings subject to ensuring urban design continuity and a consistent approach to form. Apertures or ‘breaks’ are allowed in building frontages where definition of streets and open spaces is maintained.

- Ensure that buildings:
  - Strengthen and reinforce street edges by the built form of the developments.
  - Reinforce the form and scale of major public open spaces by the prescribed built form.
  - Provide awnings to building frontage along major pedestrian routes.
  - Have zero front setbacks to achieve a continuous built form to the streets.

**Elevations, materials and finishes**

- Provide a parapet at 9 storeys for buildings along Marcus Clarke Street between Rudd and Alinga Streets, and within Sections 3 and 5 City (except buildings at University Avenue corners), to ensure a continuous façade along Marcus Clarke Street.

- Provide awnings to all buildings facing Hobart Place.

**OPEN SPACE**

**Public domain**

- Provide a focus for residents and workers with opportunities for passive recreation.
- Provide a continuous built edge to the Marcus Clarke Street city edge (with no pocket parks) to define the perimeter of the precinct.
- Provide pedestrian and vehicular routes through Sections 3 and 5 City that link into existing routes, provide many options, are safe and do not ‘dead-end’.
- Restrict vehicular access off Alinga Street to sites to give pedestrians priority along this major pedestrian route.

**HERITAGE MANAGEMENT**

- Ensure that a heritage assessment is carried out to consider the architectural and planning values of Section 5 City.
- Ensure that the detail and form of the heritage listed ANZ Building (Block 1 Section 3 City) is retained, and that works in the immediate environs are sensitive to the heritage values of the building (refer to the external planning controls of the relevant heritage register).
6.2.3 SHINE DOME PRECINCT

PRECINCT DESCRIPTION
The Shine Dome Precinct is bounded by Marcus Clarke Street, Edinburgh Avenue, Hales Street, McCoy Circuit and Ellery Crescent (refer to Figure 74). The precinct includes Sections 20 and 25 City.

The precinct contains and is surrounded by significant heritage listed arts and cultural institutions, including the ANU School of Music, ScreenSound, the Shine Dome and Ian Potter House. Located between the University and institutional buildings, and the commercial activities of the City, the precinct forms an interface zone between the surrounding uses.
**DESIRED FUTURE CHARACTER**
The character of the precinct is one of transition between the commercial uses on the eastern site of Marcus Clarke Street and the University on the western side of the street.

It is envisaged that this precinct will mostly contain residential development with the potential for commercial and retail uses along the Marcus Clarke Street frontage. The built form at the eastern edge of the precinct will have an urban edge to reflect the adjoining commercial core of the city centre across on the eastern side of Marcus Clarke Street.

The western end of the precinct would suit an institutional building similar to those nearby such as ScreenSound, Ian Potter House and the Shine Dome. The buildings will respond to the parkland settings of those buildings with articulated setbacks.

**URBAN DESIGN OBJECTIVES**

**Land use**
- Encourage a mix of uses related to residential, retail, commercial and institutional.

**URBAN FORM**

**Built form**
- Create a distinct ‘parkland’ form for the precinct that reflects its location on the western side of Marcus Clarke at the transition between the commercial core of the City and the University and institutional buildings on the eastern side.
- Create a built form that respects the views from the site at the elevated corner of Marcus Clarke Street and Ellery Crescent.
Building heights

- Create development of an appropriate scale at the interface between higher buildings in the commercial core east of Marcus Clarke Street and lower scale heritage listed buildings surrounding the precinct.
- Create a built form that defines and expresses the public domain without overwhelming pedestrians in the streets and public open spaces.
- Establish building elements of appropriate height and scale to provide a unified setting for heritage buildings and view corridors.
- Maximise the views, northern aspect and elevation at the corner of Marcus Clarke Street and Ellery Crescent with buildings up to 5 storeys. All other buildings will be maximum 4 storeys high.
- Respect and compliment Ian Potter House, the Shine Dome, ScreenSound and the School of Art with sympathetic adjoining building heights.

FIGURE 75 Building heights in Shine Dome Precinct
**Building setbacks**
Buildings in the eastern part of the precinct are to have urban edges. Buildings in the western part of the precinct are to be setback to establish a parkland setting with maximum retention of existing substantial and important trees.

- Apply:
  - Zero setbacks to the length of Marcus Clarke Street and the eastern end of Ellery Crescent and Gordon Street.
  - An articulation zone of 10 metres to McCoy Circuit and the western end of Ellery Crescent and Gordon Street.
  - Building setbacks for ground floor residential development to create urban garden frontage and protect residential amenity.

**OPEN SPACE**

**Public domain**
- Ensure that:
  - Pedestrian access is encouraged in the public domain.
  - The eastern side of the precinct is dominated by trees in pavement and the western side by soft landscape.

**HERITAGE MANAGEMENT**
- Ensure that development respects the adjacent heritage listed buildings, including the School of Art, Ian Potter House, the Shine Dome and ScreenSound (refer to the external planning controls of the relevant heritage register).
- Retain the view corridor along Marcus Clarke Street:
  - north-south from the eastern end of the site.
  - east-west from the ANU School of Music towards the Lake.
6.2.4 LONDON CIRCUIT AND LAW COURTS PRECINCT

PRECINCT DESCRIPTION
The London Circuit and Law Courts Precinct is bounded by London Circuit, Vernon Circle, Northbourne Avenue and Edinburgh Avenue (refer to Figure 76). The precinct includes Sections 18 and 63 City.

The location of the precinct at the centre of the City, with the potential for development to have street address to London Circuit and Vernon Circle, makes it the most desirable business address in the City.
DESIRED FUTURE CHARACTER
It is envisaged that this area will most encapsulate the synergies between the law courts and the civic administration, legal and financial commercial activities of the City. Key features in the precinct will be the parks and plazas around the law courts.

URBAN DESIGN OBJECTIVES
Land use
- Encourage a mix of uses related to civic administration, law, finance, academia and business.
- Establish the potential for some component of residential development at the southern end of the precinct.
- Establish retail uses on the ground floor along London Circuit.

URBAN FORM
Built form
- Create a built form that:
  ~ Recognises the importance of Griffin’s geometry of Vernon Circle and City Hill, and the opportunity for implementation of the Griffin Legacy Project.
  ~ Respects the iconic buildings.
  ~ Recognises the importance of London Circuit as the main street of the City.
  ~ Responds to change in levels to activate the interface of the public realm in order to minimise blank walls and visibility of basement car parks.
  ~ Provides colonnades along London Circuit.
  ~ Provides pedestrian entries level with or slightly above the level of the adjoining footpath.
  ~ Defines and expresses the public domain without overwhelming pedestrians in the streets and public open spaces.
  ~ Ensures an integrated approach to built form across the streets.
  ~ Signifies the importance of the corners of Edinburgh Avenue with higher buildings.
  ~ Respects the views from City Hill to the site and beyond.
  ~ Respects the Melbourne Building and Law Courts building heights.
Setbacks
Buildings are intended to be largely continuous along all significant frontages. However, some degree of flexibility is allowed in the siting and general configuration of buildings subject to ensuring urban design continuity and a consistent approach to form. Apertures or ‘breaks’ are allowed in building frontages where definition of streets and open spaces is maintained.

- Ensure that buildings:
  - Strengthen and reinforce street edges by the built form of the developments.
  - Reinforce the form and scale of major public open spaces within the precinct by the prescribed built form.
  - Provide amenity at the ground floor amenity on residential sites by creating setbacks from the street frontage.
~ Create fine grain building frontage along major pedestrian routes.

~ Generally have zero front setbacks in order to achieve a continuous built form to all perimeter streets.

~ Have a 6 metre setback to Vernon Circle (requires a future boundary realignment to achieve zero setbacks). The alignment of the built form along Vernon Circle is to be reviewed in terms orthogonal or curved building frontages.

~ Have varied setbacks along Commonwealth Avenue, with larger setbacks required for residential than commercial uses.

**Elevations, materials and finishes**
A consistent use of materials and colours in the precinct, taken from existing buildings such as the Magistrates Court, will help create a unified character. Materials and colours are intended to encourage design innovation and explorations of detail within the established colour range.

- Materials and finishes will be:
  ~ Of the highest quality to reflect the status and location of the precinct.
  ~ Locally made where possible.
  ~ Environmentally responsible.

- Allow for landmarks to be visually apparent.

- Provide colonnades to all buildings along London Circuit.

**OPEN SPACE**

**Public domain**

- Provide a:
  ~ Focus for passive recreation.
  ~ Continuous built edge to London Circuit with no pocket parks to define the perimeter of the precinct.

**HERITAGE MANAGEMENT**

- Retain the heritage significance (refer to the external planning controls of the relevant heritage register) of the:
  ~ Law Courts buildings and formal layout of the University Avenue axis.
  ~ Melbourne Building and ANZ Building adjoining the precinct.
  ~ Views from City Hill over the precinct.
6.2.5 LAKE FORESHORE PRECINCT

PRECINCT DESCRIPTION
The Lake Foreshore Precinct is bounded by the Lake, Edinburgh Avenue, and the Lawson Crescent and Commonwealth Avenue bridges over Parkes Way (refer to Figure 78). The precinct includes Sections 7, 8, 24, 33 and 75 City and Section 87 Acton.
**DESIRED FUTURE CHARACTER**

It is envisaged that the precinct will effectively bring the City development closer to the Lake to optimise the vibrancy from lakeside activities. Improved access and opportunities for recreation, living and working in the precinct will assist in activating the foreshore and realising its potential as a lakeside urban park.

**URBAN DESIGN OBJECTIVES**

Refer to Principles 4.1-4.5.

Further consideration will be given to the objectives for land use, built form and open space in more detailed planning and design studies for the precinct.
The appendices include:

- Background issues report
- Future residential population of City West
- Consultation report
- Previous studies for City West
- References
- Consultants’ reports
- Project credits
7.1 Background issues report

7.1.1 THE NEED FOR A MASTER PLAN

A number of sections in City West are identified for development or redevelopment. A master plan must be prepared to maximise the public benefit of the release of Territory land and provide direction on a range of planning and development issues, including:

- The appropriate mix of land use.
- Parking, access and road geometry.
- Infrastructure and services.
- The built form - massing, floorplates, heights and elevations.
- The disposition of public and private space.
- The quality of the public spaces.

The Master Plan for City West will:

- Provide a long-term planning strategy to ensure improvement by achieving a high quality urban design and plan for the area which is safe, accessible, attractive, culturally rich, economically viable and environmentally sustainable, and reflects the community’s values.
- Achieve short-term control mechanisms that provide firm guidelines for future land release and redevelopment proposals.
- Ensure coordination of government agencies in managing existing and proposed studies and significant development proposals in the area.
- Provide a new understanding of community aspirations for the area and how these should be reflected in the proposals.
- Identify essential and desirable public works for consideration in future capital works budget bids.
- Identify any possible future variations to the Territory Plan.
The *Master Plan* study area for City West includes all Blocks in Sections 1-8, 18, 20, 21, 24, 25, 30, 61, 63 and 68 City, Blocks 4 and 15 in Section 28 City, Block 1 Section 31 City and Block 6 in Section 63 Acton, and extends down to the Lake foreshore (refer to Figure 79).
7.1.2 TERRITORY PLAN AND NATIONAL CAPITAL PLAN

The Territory Plan indicates the existing land use policies and separation of planning jurisdiction between the ACT and National Capital Planning Authorities. Designated Areas shown on the Territory Plan Map (refer to Figure 80) are under the planning jurisdiction of the NCA and the National Capital Plan applies. Special Requirements of the National Capital Plan also apply to development flanking main avenues and approach routes.
7.1.3 LAND USE POLICIES

The City is subject to the provisions of the Commercial ‘A’ (Civic Centre) Land Use Policies of the *Territory Plan*. The objectives of these policies are to:

- Maintain and promote the City as the main commercial centre of Canberra and the region.
- Provide a centre for Canberra that is vibrant, interesting and lively.
- Provide for and retain a city and regional focus for cultural and community facilities.
- Provide opportunities for a range of entertainment and tourist activities.
- Provide opportunities for business investment and employment.
- Accommodate central administrative functions serving the ACT community.
- Encourage a mix of land uses, including residential uses, which contribute to a diverse and active character.
- Encourage activities at street frontage level that contribute to pedestrian activity and social interaction where appropriate.
- Protect the amenity of surrounding residential areas and to improve access between the City and surrounding areas.
- Maintain and enhance environmental amenity.
- Maintain and enhance a high standard of urban design and ensure that buildings in the City retain a high level of design consistency and compatibility of colour and external materials.

7.1.4 LAND USES

RETAIL

Employment in the retail market in Canberra has grown 27% in the decade from 1991-2001. The total operating retail and services floorspace in the City was estimated to be 121,850 m², consisting of 65,047 m² retail, 45,737 m² services and 11,066 m² vacant floorspace (Property Council 2001).

COMMERCIAL

The Property Council of Australia estimated that there was 1,450,000 m² of office space in Canberra, with 8.1% of the space vacant (July 1999). At July 2001 there was 440,850 m² of office space in the City and 38,395 m² (8.7%) of this was vacant.

Of the 440,850 m² of office space in the City, some 52,961 m² was in City West (Property Council July 2001). This was mostly located in the commercial buildings in Sections 3 and 5 City. The ground floor levels of these buildings contain predominantly retail uses, with office uses on the upper floor levels. Sections 61 and 68 City are designated for commercial use. However, Section 61 is used as a surface car park and Section 68 is used as a surface and structured car park.
ENTERTAINMENT AND LEISURE FACILITIES
There are a number of entertainment and leisure facilities located in Sections 4 and 30 City. The City Labor Club (Section 4) has membership of approximately 35,000. Facilities include a restaurant, squash courts, TAB, pool tables, gaming machines and function rooms. The Street Theatre (Section 30) has a 250-seat theatre and an 80-seat studio.

A number of restaurants and food services are located in City West. They include the Burley-Griffin and Bobby McGees (Rydges Lakeside), Great Wall Chinese Restaurant (Marcus Clarke Street), Shalimar Indian Restaurant (Tasman House), Dolly's takeaway van (car park off Hutton Street), and the Vietnamese Restaurant and Red Belly Black Café (Hobart Place).

COMMUNITY FACILITIES AND SERVICES
Existing activities on sites designated for community facility uses in City West are indicated in Table 5.

<table>
<thead>
<tr>
<th>Block/Section Suburb</th>
<th>Site area (m²)</th>
<th>Floorspace (m² approx)</th>
<th>Current use</th>
<th>Catchment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/20 City</td>
<td>5,624</td>
<td>N/A</td>
<td>Car park</td>
<td>N/A</td>
</tr>
<tr>
<td>3/20 City</td>
<td>2,998</td>
<td>750</td>
<td>Health and welfare services (Northlund House - Aids Action Council)</td>
<td>Canberra wide</td>
</tr>
<tr>
<td>1/21 City &amp; 6/63 Acton</td>
<td>16,349</td>
<td>1,518 (ROCKS), 500 (McGregor Hall)</td>
<td>Multiple tenants (ROCKS and Canberra Pensioners Social and Recreation Club)</td>
<td>Canberra wide</td>
</tr>
<tr>
<td>2/30 City</td>
<td>3,688</td>
<td>1,844</td>
<td>Theatre (Street Theatre)</td>
<td>Canberra wide</td>
</tr>
<tr>
<td>3/30 City</td>
<td>8,389</td>
<td>N/A</td>
<td>Car park</td>
<td>N/A</td>
</tr>
<tr>
<td>5/68 City</td>
<td>1,032</td>
<td>540</td>
<td>Occasional child care centre (Civic Early Childhood Centre)</td>
<td>Central/North and Canberra wide</td>
</tr>
</tbody>
</table>

There are many barriers to using these facilities, including access for the disabled. A major issue is that most community groups are housed in aged buildings that were designed for other purposes and were not adapted to be utilised effectively as community facilities. Poor public access to and visibility of some community facilities sites, such as Section 20 City, raises issues of safety for both clients and staff. These facilities and sites may be better located elsewhere.

Identified trends for community facilities include the need for training and workshop venues, crisis and emergency support, access issues for high dependency clients and changes in social activity.
7.1.5 TREE ASSESSMENT

City West lacks any cohesiveness in relation to street trees and trees on unleased Territory land. A few streets are well planted and in time these trees will make a major contribution to the amenity of the area for those using the streets and those working in buildings overlooking the streets. Other streets have no trees, largely due to the lack of verge space, such as Allsop Street and part of University Avenue. In areas such as Hobart Place, the proximity of the building façade to the kerb means that trees are constrained and tend to lean away from the buildings.

A wider range of species was used in the early and middle part of the last century than is used today. Remnants of these early plantings of Lusitanian oak, Pin oak, London plane and American elm now have heritage significance by virtue of the species and the size and stature they have achieved.

The sections and streets with trees of heritage significance acquired through age, species, amenity and landscape value are Sections 1, 18, 21 and 31 City, parts of Sections 31 and 68 City, Childers Street, and part of Marcus Clarke Street near Sections 24 and 25 City.

The streets with the greatest potential to develop into attractive streetscapes by virtue of existing plantings are Rudd Street, Edinburgh Avenue, part of Marcus Clarke Street and London Circuit, and possibly Moore Street.

The streets with little potential for effective tree planting without building demolition and redefinition of setback are Allsop Street; parts of University Avenue, Barry Drive and Northbourne Avenue; and Gordon Street and Farrell Place subject to the development approved for Section 61 City.

Edinburgh Avenue requires special reference. It is one of Griffin’s six avenues set radially to London and Vernon Circuits. Unlike Ainslie, Northbourne and Commonwealth Avenues that have median plantings, Edinburgh Avenue has wider than usual verges and only a very narrow median strip unsuitable for trees. The wide verges to Sections 6, 7, 24 and 25 City have been planted with a mix of eucalypts, mostly with white trunks that give an attractive copse effect. This is unique in landscape terms in the City and should be preserved in the development of Section 6 City and redevelopment of Section 24 City.

Parts of Rudd and Marcus Clarke Streets that deserve special mention have seats beneath the trees with a backing of shrubs on the street side. These seats are well-used and add vibrancy to the City landscape. Similarly, well-used pocket parks adjacent to West Row in Section 2 City, the Civic Early Childhood Centre and in Section 63 City near the Magistrates Court are clear evidence of the value of these spaces for office workers.

The advanced tree growth in the former QEII site (Block 1 Section 31 City), and planes and oaks on the western side of Section 21 City, should be regarded as assets not to be lost in redeveloping these sections.
Oriental plane, *Platanus orientalis*, is the predominant street tree species planted in the last 40 years. Given reasonable growing conditions including sufficient space, it is hardy and performs well. However, performance may be poor and the tree may fail to meet its potential when neglected. Another reason for variability is that some of the plantings appear to have been seedlings rather than stock from cuttings. Seedlings are always variable.

Other species, such as *Zelkova serrata* and some of the new cultivars of Fraxinus, Pyrus and *Acer*, developed to meet the exacting requirements for street tree use, should be introduced to increase the landscape diversity.

In places where trees are less than 20 years old, such as Marcus Clarke Street beside Section 31 City, growth has been adversely affected by the use of root barriers. Root barriers are designed to direct roots downwards and prevent them extending laterally into drains and under foundations. The theory of this approach is sound, but roots will always grow best where soil is well aerated and moist.

### 7.1.6 HERITAGE LISTED BUILDINGS

Heritage listed buildings in City West are indicated in Figure 81 and external planning controls are outlined in Table 6.

![Figure 81](image.png)
TABLE 6  External planning controls for heritage listed buildings in City West

<table>
<thead>
<tr>
<th>No.</th>
<th>Building</th>
<th>External Planning Controls</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Law Courts Precinct</td>
<td>Maintain precinct massing form and materials and relationship to central square. No intrusion into the vista between City Hill and University Avenue.</td>
</tr>
<tr>
<td>2</td>
<td>ANZ Building</td>
<td>Preserve the form and detail of the building.</td>
</tr>
<tr>
<td>3</td>
<td>Acton Hotel</td>
<td>Maintain general form and massing (except for 1949 wing). Landscape to be preserved. Relationship to Shine Dome and Ian Potter House to be preserved.</td>
</tr>
<tr>
<td>4</td>
<td>Ian Potter House</td>
<td>Maintain overall form, courtyards and immediate setting, especially to Shine Dome.</td>
</tr>
<tr>
<td>5</td>
<td>Shine Dome</td>
<td>Maintain overall form and immediate setting, especially to Ian Potter House.</td>
</tr>
<tr>
<td>6</td>
<td>ScreenSound</td>
<td>Maintain overall form, massing and detail including setting, especially toward McCoy Circuit. Residence and setting to be maintained as part of the precinct.</td>
</tr>
<tr>
<td>7</td>
<td>School of Art</td>
<td>Maintain overall form and massing. Preserve focal point of main entry along Childers Street including loop road.</td>
</tr>
<tr>
<td>8</td>
<td>School of Music</td>
<td>Retain overall massing of building with space around it to allow form to be appreciated.</td>
</tr>
<tr>
<td>9</td>
<td>Family Court</td>
<td>Retain the building.</td>
</tr>
<tr>
<td>10</td>
<td>Toad Hall</td>
<td>Maintain overall form and spaces between and around the building.</td>
</tr>
<tr>
<td>11</td>
<td>ROCKS</td>
<td>Historic site to be recognised with possibly the kitchen building preserved.</td>
</tr>
<tr>
<td>12</td>
<td>Drill Hall</td>
<td>Retain building and relationship to Hutton Street.</td>
</tr>
<tr>
<td>13</td>
<td>Melbourne Building</td>
<td>Preserve form and detail of the building. Maintain precinct massing by ensuring places adjacent are of similar scale facing the Melbourne Building.</td>
</tr>
</tbody>
</table>

7.1.7  CURRENT PUBLIC REALM PROPOSALS

A number of capital works, redevelopment initiatives and release of Territory land for development have the potential to significantly improve the vibrancy, amenity and safety of City West.

There are various current public realm development proposals for City West and adjoining areas, some of which conflict. These include the NCA's Acton/West Basin Review (1991), the City West Pedestrian Links Master Plan (2001), and the forward designs for Hobart Place and University Avenue.
These projects involved considerable consultation with key stakeholders and it was important to build on this consultation in preparing the Master Plan. The adoption of the Master Plan together with the Central Canberra Implementation Program will provide a coordinating framework for future projects in City West and the central area.

7.1.8 CULTURAL PROFILE

An important ingredient in the early planning of Canberra as the National Capital related to the recognition of the federation of Australian States and Territories, and people who have made significant contributions to Australia. Street names and buildings in City West such as Marcus Clarke Street, Barry Drive, Hobart and Darwin Places, Tasman and Hobart Houses, and the Melbourne Building recognise these contributions. The local community values these links to other parts of Australia.

Griffin’s design established a network and hierarchy of roads and sites for national and local political and cultural institutions. As Cleary and Geleris (1996: 1.10) note, Griffin and Marion Mahoney must have understood the importance of the natural elements because their entry fused the natural topography and the modified landscape with city functions.

University and Edinburgh Avenues are some of Griffin’s formal avenues that act as axes linking the design to the landform and layout of Canberra’s central area. These avenues were the subject of previous studies, which identified that the landscape quality does not match the designation and cultural significance of these roads. There is a need to strengthen the ceremonial and gateway qualities along both avenues.

The district is rich in sites of historical and heritage significance to Canberra's development as the National Capital. In the wider City West area, there are sites that contain evidence of the local indigenous communities who lived across the limestone plains of what is now known as the City and Central Canberra.

A number of cultural institutions, galleries, and entertainment and performance venues are located in City West including the ANU Schools of Art and Music, Lewellyn Hall, the Street Theatre, Drill Hall Gallery and the City Labor Club. These attract both the Canberra community and interstate visitors. To the west is a range of entertainment and cultural venues within the ANU campus. On the eastern side, the Canberra Club and the Melbourne Building contribute to a more diverse and active streetscape with shops, restaurants and cafes. City West is also home to major national cultural destinations such as the National Museum of Australia and ScreenSound. Buildings of architectural merit include the Shine Dome, Ian Potter House and the ANZ Building.

The area is perceived as a cultural, heritage and academic district. While each institution or venue may operate in isolation, it is desirable for these to work together to strengthen the identity and qualities of the neighbourhoods in City West.
7.2 Future residential population of City West

In considering the future residential population of City West, it is possible to learn from what has happened to city residential populations with the revitalisation of the inner areas of other cities. While Canberra is much smaller than most other Australian capital cities, the changing needs and desires of residents may be similar.

The following case study was prepared by Chief Minister’s Department Policy Group in 2002. The study is based on a comparison between inner city Melbourne and the City (Canberra’s central business district). Demographic information and tables are sourced from the ABS 2001 Census of Population and Housing. Inner city Melbourne was chosen since it has undergone rejuvenation in recent times and may currently reflect the characteristics of the future population with the revitalisation of City West.

The current residential population in City West is very small. The profile of these people is unlikely to reflect that of the people who will move into a growing residential component of City West. The inner suburbs of Canberra also have quite a different profile to that which could be expected of a future City West residential population.

It is interesting to note that the total site area of inner city Melbourne is similar to that of the City (refer to Figure 82).

FIGURE 82 Comparison between the area of inner city Melbourne and the City
7.2.1 NUMBER OF RESIDENTS IN INNER CITY MELBOURNE

Only 30% of people in inner city Melbourne were at home on Census night 2001 (refer to Figure 83). Hotels and other such accommodation dominate the ‘service population’ of the inner city area.

![Figure 83: Number of residents at home on Census night 2001 in inner city Melbourne](image)

7.2.2 AGE OF RESIDENTS IN INNER CITY MELBOURNE

Refer to Figure 84 for the age of residents in inner city Melbourne. Less than 3% of inner city Melbourne residents are under 15 years of age. 72% of the residents are aged between 15 and 35 years. This indicates that the current inner city population does not consist of a high proportion of children.

![Figure 84: Age of residents in inner city Melbourne in 2001](image)
### 7.2.3 Tenure of Residential Properties in Inner City Melbourne

Tenure of residential properties in inner city Melbourne is indicated in Figure 85. Most residential properties (almost 70%) in inner city Melbourne are rented. Most of the privately owned properties are fully owned, with the remaining still being purchased.

![Figure 85: Tenure of residential properties in inner city Melbourne in 2001](image)

- **Fully owned**: 60%
- **Being purchased**: 10%
- **Rented**: 70%
- **Other**: 10%

### 7.2.4 Type of Rental Properties in Inner City Melbourne

The type of rental properties in inner city Melbourne is indicated in Figure 86. The rental properties in inner city Melbourne consist almost exclusively of flats and units in buildings more than 4 storeys high. Most renters, and therefore most of the residents in the area, live in 1 or 2 bedroom properties. As most residents are in the 15-35 year age bracket, this type of accommodation generally suits their lifestyle.

![Figure 86: Type of rental properties in inner city Melbourne in 2001](image)

- **Bedsitter**: 10%
- **1 bedroom**: 20%
- **2 bedrooms**: 40%
- **3 bedrooms**: 20%
- **4+ bedrooms**: 10%
7.2.5 RENTS PAID IN INNER CITY MELBOURNE

The rents paid in inner city Melbourne are indicated in Figure 87. The median rent for a 2 bedroom unit was about $340 per week, with most tenants paying between $300-$400 per week. In total, only 12% of tenants were paying less than $200 per week.

![Figure 87: Rents paid in inner city Melbourne in 2001](image)

7.2.6 RENT COMPARISON BETWEEN INNER CITY MELBOURNE AND THE CITY

A comparison in rents paid in inner city Melbourne and the City is indicated in Figure 88. Rents paid for residential accommodation in the City are higher than those in inner city Melbourne. The median rent in the City is $380 per week, while it is only $310 per week in inner city Melbourne.

![Figure 88: Rent comparison between inner city Melbourne and the City in 2001](image)
7.2.7  AGE STRUCTURE OF INNER CITY MELBOURNE AND THE CITY

Residents of inner city Melbourne and the City can be compared in terms of population size, average age and median rent paid (refer to Figure 89). The population of inner city Melbourne is 6,973 people, which is much larger than the City's population of 514 people over a similar area. The average age of the residents and the median weekly rents paid for residential accommodation are higher in the City.

The City has an older age structure. The average age of the City's residents is 37.2 years, with 32.7 years in inner city Melbourne. The populations of both areas are male dominated, particularly in Canberra.

7.2.8  CHARACTERISTICS OF THE STUDENT POPULATION IN CANBERRA

Canberra has 31,000 tertiary students from the universities and Canberra Institute of Technology.

Most students in Canberra (66%) live with their families, mainly with parents, but also with partners. 13% of students live in non-private dwellings, mainly student accommodation in Acton, Bruce and Duntroon. The other 21% of students live in group households or alone. 30% of student group households are located in the inner north suburbs, with a concentration in O'Connor, Braddon, Turner, Dickson and Reid.

There are 1,255 students living in private households, not student accommodation, where there is no car. Many other students may not have regular or any access to a car (refer to Table 7). Not surprisingly, they mostly live around the universities. Many of these students are avid cyclists who have made lifestyle choices to live close to university.
**TABLE 7** Numbers of students without cars in Canberra’s inner suburbs

<table>
<thead>
<tr>
<th>Suburb</th>
<th>Total number of students</th>
<th>Number of students without cars</th>
<th>Students without cars (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reid</td>
<td>196</td>
<td>51</td>
<td>35</td>
</tr>
<tr>
<td>Belconnen Town Centre</td>
<td>632</td>
<td>120</td>
<td>23</td>
</tr>
<tr>
<td>Turner</td>
<td>308</td>
<td>51</td>
<td>20</td>
</tr>
<tr>
<td>Braddon</td>
<td>434</td>
<td>71</td>
<td>20</td>
</tr>
<tr>
<td>Lyneham</td>
<td>561</td>
<td>84</td>
<td>18</td>
</tr>
<tr>
<td>Downer</td>
<td>367</td>
<td>47</td>
<td>15</td>
</tr>
<tr>
<td>Lyons</td>
<td>262</td>
<td>31</td>
<td>13</td>
</tr>
<tr>
<td>Phillip</td>
<td>229</td>
<td>24</td>
<td>12</td>
</tr>
<tr>
<td>Kingston</td>
<td>221</td>
<td>22</td>
<td>11</td>
</tr>
<tr>
<td>Watson</td>
<td>435</td>
<td>41</td>
<td>10</td>
</tr>
<tr>
<td>Ainslie</td>
<td>494</td>
<td>45</td>
<td>10</td>
</tr>
<tr>
<td>Griffith</td>
<td>421</td>
<td>38</td>
<td>10</td>
</tr>
<tr>
<td>Campbell</td>
<td>309</td>
<td>26</td>
<td>9</td>
</tr>
<tr>
<td>O’Connor</td>
<td>680</td>
<td>57</td>
<td>9</td>
</tr>
<tr>
<td>Dickson</td>
<td>242</td>
<td>20</td>
<td>9</td>
</tr>
<tr>
<td>Red Hill</td>
<td>256</td>
<td>21</td>
<td>9</td>
</tr>
<tr>
<td>Scullin</td>
<td>291</td>
<td>20</td>
<td>7</td>
</tr>
<tr>
<td>Chifley</td>
<td>198</td>
<td>13</td>
<td>7</td>
</tr>
<tr>
<td>Hughes</td>
<td>233</td>
<td>15</td>
<td>7</td>
</tr>
<tr>
<td>Hawker</td>
<td>310</td>
<td>19</td>
<td>7</td>
</tr>
</tbody>
</table>
7.3 Consultation report

7.3.1 THE CONSULTATION PROCESS
A summary of the collaborative master planning process is outlined in Table 8.

<table>
<thead>
<tr>
<th>TABLE 8</th>
<th>Summary of collaborative master planning process</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Collection of background issues</strong></td>
<td><strong>March 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>4 April 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>9-10 April 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>11 April 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>13-15 May 2002</strong></td>
</tr>
<tr>
<td><strong>Preliminary Draft City West Master Plan</strong></td>
<td><strong>June 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>22-23 July 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>15 August 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>26 August 2002</strong></td>
</tr>
<tr>
<td><strong>Draft City West Master Plan</strong></td>
<td><strong>28 November 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>10 December 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>17 December 2002</strong></td>
</tr>
<tr>
<td></td>
<td><strong>June-August 2003</strong></td>
</tr>
<tr>
<td></td>
<td><strong>17 September-9 December 2003</strong></td>
</tr>
<tr>
<td><strong>City West Master Plan</strong></td>
<td><strong>Early 2004</strong></td>
</tr>
</tbody>
</table>
A range of techniques was used in the preliminary consultation, including face-to-face meetings and phone calls with key government agency stakeholders and the community. This was followed by a workshop for representatives from ACT and Commonwealth government agencies, and a public workshop for non-government stakeholders including community and business representatives.

Following these initial two workshops, a further three focus workshops were held with government representatives to test information that had emerged from the first round of consultation. These three focus meetings were based on the key themes of arts and community facilities and services, traffic and transport, and land use.

Following the preliminary draft Master Plan phase, further consultation was conducted with government representatives and the community to test the draft Master Plan. Due to the responses from this second round of consultation, a revised draft Master Plan was presented to government agencies and the community for comment before it was finalised and prepared for the formal public notification period. Comments on the draft Master Plan were responded to by ACTPLA in preparation of the final Master Plan.

7.3.2 CONSULTATION OBJECTIVES

The objectives for the consultation process were to:

- Identify and encourage community and government stakeholders to be involved in the consultation program.
- Identify and articulate the range of issues and opportunities that need to be considered in developing the Master Plan.
- Ensure that the Master Plan is informed by the research and views gathered through the consultation and cultural planning processes.
- Ensure that the Master Plan will promote an active, vibrant, integrated and distinctive physical, social and cultural environment for City West.

7.3.3 CONSULTATION FINDINGS

The range of issues participants were asked to comment on was diverse and complex. Issues related to arts and community considerations, pedestrian, cycling and public transport issues, and factors regarding existing and future urban form and land uses. The following information integrates issues derived from the government and community workshop process.
7.3.4 STAGE 1 CONSULTATION

DEFINING THE VALUES AND CHARACTER OF THE AREA

At the first government agency workshop (4 April 2002) and first community workshop (11 April 2002), each group was asked to discuss the characteristics and values of City West prior to focusing on specific issues. Due to the background information available from earlier reports, participants were asked to confirm if characteristics were an accurate reflection, if anything was missing, what qualities should be retained, and what were the advantages of City West in comparison to other parts of the City.

The positive characteristics of City West were summarised as being ‘academic’, ‘cultural’, ‘heritage’, ‘community’, ‘the professional quarter’, ‘the French quarter’, ‘the bohemian quarter’ and ‘open’. It is an environment valued for mixed European and indigenous plantings.

The negative characteristics of City West were summarised as being a place ‘full of trip hazards and opportunities for entrapment’, ‘car dominated’, ‘desolate’, ‘empty’, ‘dispersed’, and ‘very hot and very cold with few areas to gain protection from the elements’.

Other comments provided in relation to positive or detrimental qualities of the current landscape included:

- A sense of the area being undecided about activity.
- No sense of who owns land or the purpose of existing buildings and open spaces.
- Lack of vibrancy.
- Street hierarchy is not clear and needs to be reinforced to assist with legibility.
- The ROCKS is isolated and needs integrating with other activities and functions.
- The whole area is disconnected.
- Building stock is poor and there is a lack of maintenance of buildings and open space around buildings.
- Huge amount of vacant space in existing buildings, including Hobart and Farrell Places, with several buildings only occupied on the ground floor.
- Large area of surface car parks.
- Lack of safety and few opportunities for casual surveillance.
- Self-harm and destructive behaviours such as prohibited drug use and vandalism, which were suggested as being related to alcohol intoxication.
- Poor public transport options.
- Blank and inactive facades of existing buildings.
Generally, participants were concerned that new development would not mean high office towers, multi-storey car parks or single uses on undeveloped sites. In the government agency workshop, a participant suggested that the professional end of town is around Civic Square and not City West, and that a bohemian or avant-garde ambience was desirable in a business or professional area. While this may be the view of some participants, the majority supported the proposal for the mix of professional and bohemian aspects within City West. This is seen as a positive characteristic that distinguishes the area from City East and is anticipated to be a drawcard.

Concern was expressed about the ratio of commercial to community facilities and that in developing the Master Plan the ratio would need to be carefully considered to promote vibrancy and viability for each sector. There will be a challenge in retaining the different qualities of bohemian with commercial and professional style developments.

Positive qualities to retain included:

- The relaxed quality of the streets with a sense of openness and informality.
- Activities and qualities that highlight the transition between the City and University.
- Links to environmental activities and activities regarded as constructive.
- Arts and community facilities and services.
- A place that generates activities and is productive.
- An entry to the City for residents and visitors arriving in Canberra from the north.
- Views to Black Mountain and the Lake.
- The green belt formed by Sullivans Creek, which also provides connection to the Lake from the inner north.
- The landscape connections with other parts of Acton, such as the indigenous plantings of eucalypts and native grasses that do not require irrigation.

It was noted that while heritage buildings are documented, there is not much consideration of heritage aspects of the landscape in the City. Views and vistas should be considered as values to promote particular qualities including the heritage assets of the area.

Comments with regard to cultural advantages of the area included:

- An alternative to the retail core of City East that can support mixed use development including residential, small business, professional services, and arts and community facilities and services.
- Access to national attractions and tourism including ScreenSound, the Shine Dome, National Museum of Australia and other buildings of architectural or heritage merit, and the Jolimont Centre and visitor accommodation.
- Proximity and links to major outdoor recreation and event facilities on the Lake and Sullivans Creek.
- Professional services including legal, medical, business and finance.
A youthful area with arts and entertainment activities that attract young people. It is an area where young adults work and with the ANU on its western edge, there is a youthful student population.

Creativity, bohemian and diversity in building type and activity.

A land bank for the future.

Following this section of the government agency and community workshops, participants broke into four groups to encourage an opportunity for more detailed responses. The groups were clustered around two key themes of urban form and cultural and community values and activities.

The two groups that focused on cultural and community matters (Groups 1A and 1B), had a diverse range of activities to undertake or issues to respond to. Group 1A undertook a mapping activity using a base map of the area. This group was to identify zones or neighbourhoods that reflect a particular character, desired routes of travel and linkages between activities. Group 1B focused on discussing facilities and services and to consider the needs of current and future living and working communities in City West.

**Group 1A**

In the mapping activity a number of clusters were identified as legal, commercial, arts, academic and tourism related. There was a strong overlap between areas that were designated as legal and commercial around Hobart and Darwin Places. The community area was clustered around Hutton and Childers Streets, while the arts were along Childers Street reaching into the ANU. Residential and tourism uses were proposed for undeveloped sites in City West south of Darwin Place.

University Avenue was identified as the link for legal activities throughout the precinct with major anchors of the Magistrates and Supreme Courts on the eastern end and the Family Court on the western end.

A pedestrian route roves across a significant part of the area from the ROCKS along Childers Street to ScreenSound and the National Museum of Australia. It was recognised that some facilities provide multiple functions to residents and visitors. For example, some facilities are both related to education and arts, and culture and tourism.

The barriers to future connectivity in the area were related to the conflict between traffic and pedestrian movements and were identified as Barry Drive and Marcus Clarke Street. Gaps in the urban fabric also contribute to the dispersed nature of uses and movement through the area. The mapping activities highlight that connections throughout the area are related to functions. Participants at the public consultation urged that there be a focus on streets with active frontages that support community, cultural and small scale characteristics, including Childers Street and University Avenue. These streets should be maintained as quiet and pedestrian friendly.
Other comments noted during the mapping activities included:

- Surface car parks use up too much space.
- Encourage cafes along the northern and western edges.
- Development of arts and cultural facilities through the western edge will enhance linkages between the University community and the wider City and Canberra community, as well as raise the profile of the area with visitors.
- Arts facilities such as the Street Theatre and Drill Hall Gallery should be linked to national institutions such as ScreenSound and the National Museum of Australia.
- Encourage residential activity on the northern edge.
- Reinforce Tourist Drive 7.
- Marcus Clarke Street is not good for pedestrian and small scale activity.
- The ROCKS area is very quiet on weekends and less active than during the week.
- Need more defined and connected cycle ways.
- Need to improve public transport in the area.
- Need to work out how to support opportunities for low cost accommodation for students and others on low incomes, such as studio apartments.
- Consider short-term accommodation such as for conferences.
- Encourage off-campus facilities such as food, books and supermarkets to strengthen links between the City and University.
- There are no activities to stop for when moving between the ANU and the City.
- Linkages to other parts of the City are cut off by car parks and roads, and need to be better considered.
- The legal profession is in a commercial block. The mix of building occupations needs to be more dispersed.
- More residential development needed, with a mix of residential and commercial uses and underground parking incorporated.
- Car parking needs to be convenient, but not visually intrusive, with short-term car parks for community, professional and chamber type customers; not just long stay parking.
- Local public transport could link to surrounding transport.
- Encourage blending and interspersing of uses.

Group 1B

This group was posed a series of questions with regard to location of facilities and services, and issues for existing facilities and services. This enabled the group to imagine what a future community of the area might be like and what types of facilities and services might be required for such a community.
General issues and opportunities identified included:

- Lack of safety and opportunities for casual surveillance.
- Poor public transport links from City East to the ANU and community services.
- Car parking needs re-thinking. Car parking breaks up connections between activities, particularly community facilities. A participant in the community workshop suggested that parking should be cheap for people coming into the area.
- Anticipate the need for more car parking.
- Community facilities need to address the street and be on the ground floor for accessibility and visibility.
- Poor linkages mean there is a need to consider measures to promote connections between the groups, facilities and structures that are isolated from each other. Distinctive, funky signage and programming for ‘active’ streets including temporary public art, outdoor events and on-street promotion of activities on campus are ways to overcome such problems in the short-term.
- Rezone land that the Canberra Pensioners’ Club sits on from an IPT route to community uses.
- Facilities don’t need to be relocated.
- Need to link similar uses, such as community facilities.
- Development is too dispersed so there is need for consolidation.
- Corner of Marcus Clarke Street and Barry Drive needs traffic calming since it is not safe and is difficult for older people to cross.
- Traffic movement around corners is poor. Some sites are not visible, such as the ROCKS.
- Close off part of Childers Street for pedestrians only.
- Live, work and play in the same place so long distance travel is not needed.
- Consider opportunities to reuse office space as residential accommodation.
- Possibly expand the Street Theatre activities and encourage arts activity from the private sector.
- Consider venues for alternative community activity such as performance for amateurs, not just professionals.
- Support local food production and a connection with the earth and healthy foods.
- Support gardens that residents maintain or own that might act like a ‘food forest’. Sullivans Creek would be ideal for a forest of fruit and nut trees.
- The community feels a strong ownership of the ROCKS area. They need to feel that they ‘have a sense of place’ somewhere.
- Maintain a sense of community, accessibility and low-rise character. Don’t just build more office towers across the whole area; mix it up a bit.
Need innovative and non-traditional ways of housing eg. co-housing and hostels.

The area should be characterised by innovation and ideas. It is a place that is ever-changing. Encourage spaces and development to be flexible with a diversity of residential accommodation to cater for all groups, including studio apartments.

Maintain a sense of spontaneity, especially with the ROCKS.

Take activities into City West from the University. Encourage off-campus facilities for students and others in the academic community. Try activities like street food markets, especially for students.

In both the government agency and community workshops, it was noted that there is potential for strong engagement and community involvement in design to build a sense of ownership and offer new ideas in future development, especially the arts and community sectors. The master planning process was seen as a valuable step in community engagement.

A future population was envisaged as:

- A young population working and/or studying.
- Increasing numbers of university students and growth in the public and private sectors. It was anticipated that more students would stay to work in Canberra following their studies and seek work in the City.
- Using the City for work, play and shopping.
- With its proximity to the University, and as empty nesters and career focused residents move into the City, housing should encourage all age and income groups.

The group anticipated a high demand for:

- Affordable housing including student accommodation, studio apartments or a youth hostel.
- Serviced apartments for visiting academics.
- More child care both within the City and the ANU to support people working in the City, including part time workers. This demand will increase with more residential, professional and other business activity.
- Health services including a pharmacy, 24-hour medical centre and family planning.
- Night-life for a community atmosphere so that after 6pm the area feels and is safe and dynamic.
- Safety of children with regard to parks.
- Promoting and supporting development of inner city transport options, eg. bike rental, hail and ride (20 seater buses), shuttle system from the City to major centres and bus routes to Parkes Way.
- Delicatessens, small scale convenience stores and mini marts, cafes and budget restaurants were noted across both the government agency and community workshop process. However, there was a comment that such services should not be in conflict with the Food Co-op in the ROCKS at the community workshop.
- Access to national capital attractions, cultural facilities and uses.
Small, affordable commercial spaces similar to Braddon with shared facilities such as kitchens and bathrooms. The ROCKS area was seen as an ideal site.

Trees and plantings. There is no open space or parkland.

With regard to how facilities could be provided for the existing and future populations, this group suggested:

- Partnerships and that it could need to be incentives-driven.
- Strong leadership to get the type of development required, such as Kingston Foreshore.
- The multicultural centre should be located in City West.
- Relocate the ACTION buses from the layover to a more suitable site.
- Connectivity of separate uses needs to be explored. People need to be assisted to understand what is happening and where to go for facilities and services.
- What is it and where is it? This is what people need to know. Use signage, public art and public transport.

In one workshop, concern was expressed as to whether the ROCKS area is an ideal community site. This was not to say that community facilities and services should not be in City West. Rather, that the current location of buildings does not provide for direct street frontage and that they are hidden from view. It was noted that there are issues with regard to consideration of land values and proximity to Barry Drive, which is a less desirable environment for community based services and activities.

As noted previously, there were two workshop groups (Groups 2A and 2B), who discussed issues relating to urban form.

**Group 2A**

In the workshop there was a focus on policy and legislation impacts, as well as discussion of the existing and desirable future built form for City West.

Issues and opportunities relating to current building design and regulations included:

- Greatest movement and demand is for ‘A’ grade buildings for Commonwealth departments with large office areas and relocating out of City to Barton.
- Vacant ‘B’ and ‘C’ grade buildings dominate the commercial hub of Hobart and Farrell Places.
- Occupational health and safety issues are affecting market decisions for redevelopment.
- Foster opportunities for refurbishment and consolidation of private developments.
There are no incentives or requirements for owners to redevelop vacant or unsuitable building stock. Betterment tax is a disincentive, except where lifted to encourage residential redevelopment.

Need planning and incentives to achieve amalgamation or rearrangement of leases.

Need policy evaluation. The ACT Government is constrained to use existing developed commercial sites before releasing more undeveloped sites. This does not achieve the more desirable and sophisticated mixed use outcomes.

Need commitment to affordable housing.

Beware of overstatement or reliance on residential development.

Mediate building height from the City (12 storey) to the ANU (lower).

Promote sustainable architecture.

Have a community statement.

The qualities for the design axis of Edinburgh Avenue are constrained by the NCA as well the existing buildings and road and traffic arrangements.

The NCA advised that the Vernon Circle and Edinburgh Avenue area should retain the open view lines and development must not limit opportunities for road linkage.

A University Avenue type plaza and laneway may be desirable to maintain vehicular access where possible.

Adhere to Griffin’s plan. Existing dominant built forms and retention of heritage values should guide heights and uses.

Have a mix of densities and heights. Height considerations should be based on proposed uses and should be sympathetic to adjacent built forms.

A uniform hard building edge is not necessary. It might be preferable to encourage diversity and flexibility of both street edge as well diversity of use.

Consolidate built development with a view to aggregating open space in the area.

Include a large park surrounded by high density development.

Encourage density to support service industries.

In the government agency workshop, there were a number of examples from other capital cities noted that may be useful to consider in addressing planning legislation changes.

With regard to the effect of Territory land release and building development on existing streetscape and amenity, comments included:

The area is seen as a legal precinct.

Create a dedicated area for community uses. Promote examples 'a la Jam Factory' with workshops, theatres and other community uses.

Think of streets as being inhabited and therefore safer.

High density built form will encourage and enable walking.

Have variety and interest in type of development plus nature of uses. Mixed use and residential equals safety and interest.
The ANU is architecturally diverse with high quality landscapes. The City should follow this lead.

Create interesting pedestrian environments with materials, finishes and activities that bring people into the area.

More innovation and expression.

Have a significant green space and use this as a strong indicator of sustainability.

Should not be just an extension of City East.

There is no gateway to the ANU. There should be a clearer and more pronounced entry statement at the approach to the campus.

Comments relating to practical issues to be considered in the Master Plan to promote and support diversity included:

- Division of City West should be precinct based.
- Plan for significant improvements to transport systems, access and lighting.
- Exclude wide boulevards that make retail activity difficult.
- A good halfway point for an integrated transport system.
- There is insufficient existing permanent residential population to support active street frontages. This could be overcome by aiming to achieve a critical residential mass.
- Consider impacts from increasing residential and mixed use development.
- Medium density residential areas to act as the ‘glue’, linking uses between the educational, institutional and commercial precincts.
- The area is a transition zone between the ANU and the City.
- Preservation of the ROCKS scale and uses.
- Invigorate colours and materials in the architectural palette.
- There is a desire to integrate City West with the Lake edge.
- Include the National Museum of Australia with the City by way of a light rail link.

When identifying uses for undeveloped sites, suggestions included:

- Low cost, affordable housing with minimal underground car parking provision.
- Services (government and other) for young people as part of active street frontage amenities, including or linking to open spaces for physical activity for different groupings, e.g. 12-18 and 18-25 year olds and child care facilities.

Following the first round of workshops, a further three meetings (13-15 May 2002) were held with government agencies to test information and issues that had emerged from the initial consultations. Each of these meetings had a specific focus and are summarised as follows.
COMMUNITY AND CULTURAL FACILITY ISSUES

Generally, there was support for community and cultural facilities to be located in City West. However, existing facilities in the area are inadequate for current needs and do not meet contemporary standards.

Arts facility considerations include upgrades to the Street Theatre for better storage and back-of-house activities, facilities for cutting edge theatre and dance, medium-scale exhibition space, and a location for some Multicultural Festival events and a multicultural centre. Although there are a number of arts related activities in the area, it is not generally recognised as such. There is support for the profile of the area as a cultural destination. There are also issues with regard to how many facilities can be maintained or supported. Gorman House uses are currently being reviewed and planning for Kingston Foreshore has been predicated on housing arts related activities that would attract tourists and visitors.

Participants agreed that there would be a need for services for a permanent residential population. This provides a contrast to City East, which has attracted short-term residential development such as serviced apartments. While the demand or desirable size of a future population is not known, it was agreed that a 24-hour chemist would be needed and there may be need for more child care. Existing community groups include AIDS Action Council, the child care centre, Family Planning (which recently moved to another site in City West), Canberra Pensioners’ Club, the ROCKS and community health services.

Across all of the consultations, people identified the need to consider affordable housing. A diverse range of options was suggested. However, it was noted that there appeared to be issues about how to make this work effectively for low income earners to be part of the diversity and mix of residential in high market, desirable locations. There is some evidence of demand for low cost housing with students currently being turned away from accommodation at the ANU. Mechanisms for affordable housing and student housing need to be discussed. The meeting was advised that developers would not provide low cost student accommodation.

The first consultation process had identified needs for further child care facilities. In previous consultation for other studies, teams were advised that the demand for occasional care often come from people attending the law courts or professional services in City West. The meeting was advised that child care, occasional care and some long day care is not highly utilised, due in part to location. It was agreed that children should be visible in the City.

There are three child care centres at the ANU, the western edge of City West and the CSIRO. Demand for child care is currently high, but peaks and troughs affect sustainability of such services.

Other matters to consider with regard to child care included:

- Need access to outdoor play space (7m² per child), not necessarily at ground level.
- Need free short term car parking close by.
- Could include health services close by, since there are synergies with child care.
- Need to cater for between 63-90 places for viability.
The existing child care facility is poorly located on Marcus Clarke Street and would be better oriented to Childers Street.

Could move the Canberra Pensioners’ Club to near the child care centre.

In discussing community facility sites, participants advised that there would be concern if land designated for community purposes was developed for other uses. There was discussion about Section 20 City and its attributes for community facilities. It was agreed that it is not recognisable as community land and that access and visibility are limited, since it is one of the highest points in City West. It was agreed that perhaps it might be traded off as a residential site for a more convenient location closer to other community services and activities such as Block 11 Section 61 City or University Avenue near the City Labor Club. The ANU has expressed interest in Section 20 City.

The workshop supported the concept of the ROCKS site becoming a centre for learning about sustainability, which could include community gardens. However, there was no firm direction about whether community facilities could be integrated with residential development or remain separate on this or other sites. It was acknowledged that the ACT Government should investigate long-term viability and sustainability.

Subsequent to this workshop, a meeting was held with representatives from the ANU Buildings and Grounds. They advised that the ANU has made a formal Memorandum of Understanding with the ROCKS and the Centre for Research and Environmental Studies (CRES) to support development on the ROCKS site that furthers the interests of these groups. They also expressed concern about consideration of the NICTA facility being located on Section 21 City (the current ROCKS area), and suggested it would be better located on Childers Street.

The lack of green space was identified in the first consultation processes. There was support for green space to be introduced in a variety of forms such as parkland, green space corridors or pocket parks. There are small pockets around City West including City Hill, the ANU and Sullivans Creek. Participants agreed that master planning for City West should show how a future residential and working population could connect and engage with these areas. In this discussion, it was noted that the Master Plan should promote City West as walkable and thus reduce the dominance of cars.

**PUBLIC TRANSPORT AND CYCLEWAY ISSUES**

**Cycleways**

There is a need for a finer grain when people get into the City, with slower speed streets to serve the needs of cyclists. The City West Pedestrian Links Study options should be reviewed with regard to attempts to support the proposed Sullivans Creek cycle route, which was rejected by the ANU. During this discussion, it was suggested that a land trade-off might make the option more palatable to the ANU.
Whatever the outcome, there is still a need for a cycle route through the City. Marcus Clarke Street is agreed as the best cycle connection, but there are issues that make this very difficult. The team was reminded to provide public bike lockers for office and other workers.

**Intertown Public Transport Route (IPT)**

The IPT route is reviewed by transport policy every 10 years, so it is critical to maintain consideration in the master planning process. London Circuit would be a good IPT route and an on-street City West bus interchange. This would reinforce London Circuit as the ‘main street’ of the City. The urban design and planning taskforce should investigate this further.

**Shuttle and Federation Tram**

If transport connections are improved, this may remove the need for shuttle services. The Federation Tram is still being considered and the Government is being asked to provide funding. Should it proceed, consideration should be given to how the tram might support residents and workers as well as tourists.

**Bus layover versus interchange**

City West currently has a bus layover, not an interchange. It is used for meal breaks for ACTION bus drivers and has capacity for 30 buses, with a peak at lunchtime. The layover could be closed and buses relocated on-street within 5 minutes drive of the City, including provision for coaches.

Currently there is a need for an interchange in City West, but not if London Circuit is improved. An on-street City West mini-interchange along London Circuit would be a good idea, and would not need to be as big as the City East interchange. London Circuit and the ROCKS area would serve everything within 150 metres in City West. The team was reminded that it is not desirable to combine a bus interchange with a taxi rank.

**Car parking**

The team wanted advice on the possibilities for underground car parking and how multi-storey car parks can provide active frontages at street level. The key suggestion was that no parking be provided at street level, and that only shops be visible and ramps provide access to upper floor car parking. It was acknowledged that even in dense urban living that there would still be demand for car parking.

**Road network**

There was little support for extending Edinburgh and Constitution Avenues to Vernon Circle and introducing traffic lights. Another option was to extend Edinburgh Avenue further to the west to take it somewhere or to better define its termination. Both suggestions were deemed too costly and that it was unrealistic to make plans that would never be built. Again, there was a recommendation to review options provided in the *City West Pedestrian Links Study*.

There was discussion about the removal of cloverleaf roads. It was noted that Parkes Way is the major east-west road in the City and connects to south Belconnen, Queanbeyan, and the airport and beyond. It was agreed that the *Master Plan* is limited by these constraints. Options for Marcus Clarke Street were canvassed. It was suggested that
Marcus Clarke Street could be increased to four lanes to reinforce it as the main connector through City West. If this occurs, the street should have a consistent character. It was noted that the proposed left-in, left-out Marcus Clarke Street extension to Parkes Way would be difficult since it would conflict with the existing ramps along Parkes Way.

RESIDENTIAL, COMMERCIAL AND COMMUNITY LAND USE ISSUES

Urban form and character
Discussion on the range of issues under consideration was limited. However, a couple of points included:

- Need commitment from the ANU. The NICTA development could assist in drawing the ANU out and into the City.
- Potential to form a gateway at the Barry Drive and Marcus Clarke Street intersection.
- Support for options to improve connections to the lake. For example, remove cloverleaf roads, and improve and extend Marcus Clarke Street and Edinburgh Avenue.
- Need to seek balance between creating urban streets and providing efficient transport routes.
- Consider how to provide capacity to recycle and change with finer grain developments, thus increasing opportunities over time.

Affordable housing
The meeting was advised that the ACT Government’s Affordable Housing Taskforce is considering sites for affordable housing, including in City West, to determine desirable locations. The Taskforce’s recommendations were released in December 2002.

Suggestions included that developers could build smaller units to provide a diverse range of housing types. Also, special conditions could allow ACT Housing to provide some units or have some area on each development site. However, it was agreed that there is a need to avoid concentrations of low cost and public housing. Pragmatically, it comes down to cost. Developers could pay less for the land or the cost of other housing on a development site. It was agreed that essentially a social policy decision must be made about what is an acceptable rate of affordable and adaptable housing provision.

It was also noted that in Canberra family groups are not attracted to living in the City, nor is there a precinct in the inner north for ‘empty nesters’; instead they live in the inner south. It was suggested that City West could be an up-market precinct similar to Manuka. With regard to student accommodation, an ACT Government representative advised that the ANU should build more student accommodation on campus.
Commercial buildings
It was noted that landlords largely neglect the commercial buildings in Hobart and Darwin Places and that it is the only ‘down-rental’ environment in the City. There are few government tenants due to the lack of parking and the low grade facilities. It tends to attract small professional practices. Several buildings are vacant. It was agreed that there are valuable links between the ANU, law courts and legal practices that are important to maintain.

COMMUNITY FACILITIES
While it was acknowledged that community facilities bring vitality to an area, there was not a lot of support for the ROCKS staying in the current location at Section 21 City. It was suggested that this would be a good site for NITCA. The meeting was advised that the ACT considers that Section 63 City (corner) of the ROCKS area should be handed back from the ANU to the Territory to enable better master plan outcomes. Alternate sites that could be considered for NITCA include Section 61 City or along Childers Street.

7.3.5 STAGE 2 CONSULTATION
PRELIMINARY DRAFT PLAN
Following the Stage 1 consultation (22-23 July 2002) to review the information gleaned from the consultation process and to develop preliminary ideas for the draft Master Plan, meetings were held with government agencies (15 August 2002) and community representatives (26 August 2002) to review the material.

The presentations were based around key subject areas including:

- Vision and principles.
- Transport, traffic and parking.
- Open space network.
- Built form and character.

From the feedback, it was clear that there was a need to refine and revise the draft Master Plan before its preparation and finalisation for formal public release. Responses from both workshops were combined in the following summary.

VISION AND PRINCIPLES
Concern was expressed that not enough emphasis was placed on particular features of the area, including the role of the arts and community sectors. Concern was also expressed that not enough attention had been paid to articulating the distinctive character of the area. Participants at the community consultation were concerned that there should be quiet spaces as well as more utilised open spaces, and that sustainability needed to better articulated in the vision. There needed to be better articulation of the overall scheme,
including transport and vehicular connections. At the government agency workshop, there was also concern that some principles could have a negative impact on service requirements to buildings. This might lead to undesirable activities such as waste being located on public land instead of being contained within buildings.

**TRANSPORT, TRAFFIC AND PARKING**

Concern was expressed at both workshops regarding pedestrian amenity traversing Marcus Clarke Street. At the community meeting there was concern about the impact on the ROCKS area of widening of this street. The light rail or Federation Tram route was questioned. Participants at the government agency workshop indicated that the IPT route should be shown on the drawings. Participants welcomed support for improved pedestrian movement including pedestrian crossings. It was also noted that there is an existing bottleneck at Barry Drive.

Another suggestion was that there be a section drawing to show how pedestrian amenity would be improved by the *Master Plan* in areas such as Marcus Clarke Street. The ACTION bus representative supported the mini-interchange proposal on London Circuit.

The removal of the cloverleaf roads to Vernon Circle and the extension of Marcus Clarke Street to Parkes Way were not supported by some government representatives. However, others believe there could be benefits to City West from such proposals. Participants wanted further exploration of how to improve east-west connections across the City as a whole. The team was reminded to include effective bicycle parking and shower and change facilities within future development. There was concern about moving the majority of parking internally into buildings. It was suggested that Barton is a better option that frees up parking for out-of-hours uses.

The presentation drawings indicating future development were difficult for many participants to accept and this needs to be addressed in the presentation of the final *Master Plan*. Options such as reintroducing a road through the ANU, and the lane concept extending into Darwin and Hobart Places, were not supported by many. There was concern as to whether the introduction of lanes would affect modernist buildings with architectural status. The Property Council is opposed to reopening Rudd Street across Marcus Clarke Street. There was a suggestion that ACTPLA provide a parking strategy, including defining blocks that would accommodate multi-storey car parks.

**OPEN SPACE NETWORK**

It was noted that the proposed planting and new open space was a huge improvement on the current situation and that it promoted activity on the streets and public realm. However, the open space drawing was seen as confusing. There was concern about a perceived privatising of public space in courtyard areas and that these would be seen as lacking in safety and amenity across the seasons. It was suggested that they would more
than likely become ‘dead spaces’. At the government agency workshop it was suggested that the role of the open space in the building courtyards be spelt out clearly, including roles and responsibility for maintenance of such spaces.

It was noted that black water is a problem already in some areas and that perhaps the proposals might exacerbate this problem. It was noted that the gross pollutant trap on Barry Drive is unsightly. It was suggested that it might be useful to distinguish the park and open space network from the pedestrian network.

Across both consultations there was support for maintaining a significant open space on the corner of Marcus Clarke Street and Childers Street. A park was also recommended at the entry into the area at the corner of Barry Drive and Marcus Clarke Street at the community consultation.

**BUILT FORM AND CHARACTER**

Building heights of 8-12 storeys were not supported across many areas. There was concern about building shadows to the northern side of the ROCKS site and how sustainability considerations including solar passive design would be supported in the plan. Participants felt that building heights as proposed would overshadow and diminish the quality of the open spaces proposed.

At the government agency workshop, concern was expressed regarding building heights above two storeys close to the Melbourne Building. While buildings are already 8-12 storeys along Alinga Street, it was suggested that the view from Vernon Circle across to London Circuit should be maintained.

There was concern about the lack of clear delineation of how community facility land and space would be preserved and that this needs to be addressed before the plan is publicly released. Representatives of the ROCKS were concerned that the power of the group was being diminished and fragmented in the material presented at the workshop due to the breaking up of land uses.

There was some concern from the community perspective that a ground floor building height of 5 metres might be desirable for office space, but would become unaffordable for the community sector. Some participants requested clarification on the relationship between trees and awnings. This was to ensure that where the two would be in proximity that there would either be an appropriate tree planting or enough space for the tree canopy to develop.

Participants were concerned to find a way to support affordable housing and student accommodation off-campus to maximise chances for activating the area.
Other points to note included:

- Ensure that buildings incorporate waste on-site and not on public land.
- Use land release and other options to support community infrastructure development.
- artsACT is interested in the City West area developing as an arts precinct.
- Office space may be more suitable above community facilities due to noise generated by particular types of facilities.
- Any land swap should not result in a reduction of community land.

In summary, the workshops revealed the need to revise the draft Master Plan and the format of its presentation. In particular, consideration needs to be given to how to synthesise the current qualities and characteristics that provide a positive definition or competitive differentiation to City East. Also, ensure that community and cultural aspirations and qualities inform the vision, principles and future development.

### 7.3.6 STAGE 3 CONSULTATION

**DRAFT MASTER PLAN**

Following the Stage 2 consultation, ACTPLA undertook further work to refine the design concepts for the draft Master Plan. Following a meeting with the urban design and planning taskforce (28 November 2002), presentations were made to representatives from the community (10 December 2002) and the government agencies (17 December 2002). The following section documents responses from this consultation.

**GOVERNMENT RESPONSES**

At the government agency meeting issues related to traffic and road changes, stormwater, management of land release and public transport, and how to encourage the promotion of mixed use development on the ANU site on University Avenue. The ANU intends to develop what is currently an undeveloped site in the future for university uses.

ACTPLA was urged to ensure that more detailed information is provided in the traffic and transport study to justify proposals. The study should also provide information about how the proposed changes mesh with other initiatives, including changes to the regional road network.

ACTPLA was asked to discuss and allow the option for the IPT route to go along Hutton Street in the final Master Plan. A participant advised that the removal of the ramp off Commonwealth Avenue is anticipated to exacerbate current peak hour problems, in particular for inbound traffic to the City from the south. A participant advised that there was no fundamental problem with introducing traffic lights around Vernon Circle, and that while it might slow traffic down, there were positives with regard to reinforcing arrival in the City.
With regard to urban design considerations, a representative of the NCA urged that building treatments on either end of London Circuit around Vernon Circle be replicated to reinforce entry and departure points to and from the City.

Participants were concerned to ensure that mixed use development be promoted and that sites with commercial uses only would not be a feature of development in the area.

Future land release and how to manage the development of community sites to ensure that development is productive and contributes positively to the area were noted as matters to be resolved. ACTPLA advised that as part of the preparation of the Master Plan, a draft variation to the Territory Plan would be prepared. The draft variation would provide details on how community zoning can occur as part of mixed use development.

COMMUNITY RESPONSES
The community feedback was extremely positive with regard to the presentation. The goals were seen as crystallising the community’s vision. If development control measures were able to deliver the stated goals of the Master Plan, participants were excited about the positive outcomes that this would offer a residential and working population in City West.

The need to consider pedestrians, support east-west movements, and maintain views and vistas was reiterated. A representative from the Australian Federal Police (AFP) advised that there should be recognition that there will be an increase of pedestrians converging on the City from the new Kingston Foreshore development. The AFP is concerned to ensure that people arriving in the City have greater choices and reasons for heading into City West, rather than just concentrating on venues in City East.

A strong theme that came through this consultation was a stress on building in choice and flexibility in the Master Plan. This would accommodate change in population, demand, and community expectations and experience into the future.

Community facility and service representatives were concerned to ensure that government commitment to the provision of community facilities was evident in the Master Plan. A ROCKS representative indicated that it would be desirable to have all community facilities together on one site. There have been alternate views across the period of the study and from other community facilities studies. This suggests that consolidating all community facilities into one area is not always desirable and that certain functions, services and activities are not compatible for collocation. Participants indicated an interest in participating in the development of the draft variation regarding new zoning conditions for community facilities.

With regard to community facilities, business representatives were concerned that there be demonstrated evidence to support the need for the extent of community facility space that was being held for community uses.

Participants suggested that there would need to be consideration of incentives to support activities by both developers and community facility patrons. Users of community facilities were concerned that rents will rise and become untenable for many in the community sector.
There was concern that the ageing commercial building stock will become a private slum if not redeveloped, but that redevelopment would be more likely to occur through incentives. It was noted that parking strategies and options need to take account of older buildings that will not be able to provide on-site parking, which is a requirement in redevelopment of commercial buildings for residential use.

In summary, the response by participants was encouraging and constructive. Participants recognised that there was considerable work to do to finalise the draft Master Plan for formal public comment. However, in essence the essential elements were now in place to enable ACTPLA to complete the draft Master Plan. The key messages were to encourage choice and flexibility and to ensure that there is an implementation plan.

7.3.7 STAGE 4 CONSULTATION

Following the Stage 3 consultation, ACTPLA revised and finalised the draft Master Plan documentation in response to comments received. The draft Master Plan was released on 17 September 2003 for a period of public consultation with the opportunity for written comment closing on 9 December 2003. The fourth and final community workshop (24 November 2003) was held to present the draft Master Plan and provide an opportunity for feedback from the community. Comments received from the community and government agencies were considered in preparation of the final Master Plan.

COMMUNITY WORKSHOP RESPONSES

The community was very supportive of the key elements contained in the draft Master Plan. The issues raised related primarily to ensuring that there are adequate mechanisms, ongoing governance arrangements and partnerships in place between the Government, the community and business to implement the Master Plan.

Partnerships between the ANU and the Government need to be established to implement key elements of the Master Plan, including the development of land for business opportunities and student accommodation for the ANU off-campus.

The sequencing of development and size of parcels of land released are important to ensure the viability of development. Development along the Lake foreshore should be a priority to provide good public places and commercial development.

There is a need for short term seed money for projects to stimulate future growth. This could start with the implementation of the Vernon Circle changes and development of adjoining precincts, the ROCKS community facilities and the Lake foreshore since it is valuable land.

More detail is required to ensure that the Childers Street Precinct is delivered. The Master Plan needs to address the timing and viability for provision of community facilities.
There is also a need for a forward strategic plan and mechanisms for the provision of community facilities, which include continuing consultation with the relevant community groups beyond the Master Plan.

It was suggested that affordable housing should be more innovative than a flat 10% rule across every residential development. Lease and development conditions should specify requirements for public and/or affordable housing.

A participant recommended that the revitalisation incentives for Hobart and Farrell Places (Sections 3 and 5 City) continue beyond 2005.

In summary, the community was very supportive of the draft Master Plan at the workshop and satisfied that ACTPLA could finalise the Master Plan. The key messages from participants were to ensure that there is adequate commitment from government, and public/private partnerships and mechanisms in place for the successful implementation of the Master Plan.

COMMUNITY WRITTEN RESPONSES

A total of 28 submissions were received during the public notification period on the draft Master Plan. A comprehensive report of the issues raised and ACTPLA's response to the issues in finalising the Master Plan was prepared.

A summary of the key issues raised by the community on the draft Master Plan and the response in the final Master Plan is provided below:

Urban design guidelines should cover the whole of City West

Urban design guidelines were prepared to provide higher quality, environmentally sustainable design. The guidelines prepared for three precincts in City West in the draft Master Plan were considered a good guide for future development, but it was recommended that they cover all of City West. In the final Master Plan, the guidelines were:

- Expanded to cover all of City West, including Childers Street, Marcus Clarke Street, Shine Dome, London Circuit and Law Courts, and Lake Foreshore Precincts.
- Further refined in relation to desired future character, building heights and setbacks, and protection of the heritage values of the area.

Inadequate provision of affordable housing

Many respondents were concerned that the provisions for affordable housing in the draft Master Plan were inadequate. The final Master Plan recognises that the issue of housing affordability is important for the community and will become more important in City West as the residential population increases in the future. The final Master Plan provides the flexibility for supporting affordable housing initiatives and can respond to specific government policies. The final Master Plan notes that the Government will be working to put in place opportunities to:

- Assist in improving affordability through initiatives targeted to developing and expanding social housing.
- Encourage financial and development partnerships with the private sector.
Promote expansion of private rental housing targeted for low-income people and families.

Support home ownership.

Increase community and industry awareness.

Inadequate provision of community facilities
Many respondents considered that there was a lack of commitment to provision of community facilities in the draft Master Plan. The draft Master Plan identified key sites for community facilities to be incorporated in development in the Childers Street Precinct. Further work is required beyond the master planning process to consider the provision of facilities for appropriate community groups in the redevelopment of City West.

Need an accompanying Preliminary Assessment and Territory Plan variation
The need for a Preliminary Assessment and Territory Plan variation accompanying the draft Master Plan is acknowledged. A draft variation to the Territory Plan and a Preliminary Assessment will be prepared for the whole of City West to facilitate the release of land.

Adherence to the Griffin Plan
ACTPLA collaborated with the NCA in preparing the Master Plan to ensure consistency with the NCA's Griffin Legacy Project and to review Griffin’s design intent in terms of contemporary urban planning and design objectives. The principles, indicative development sequence drawings and urban design guidelines were refined in the final Master Plan by ACTPLA in collaboration with the NCA.

Require minimum energy ratings for buildings
ACTPLA is currently considering various energy rating systems, including the Green Building Council’s GreenStar system for commercial buildings. Residential development will be rated by the software model used by the ACT House Energy Rating Scheme (ACTHERS), which functions under the Territory Plan.

Expedient implementation is important
Critical was made of the timeframes indicated in the illustrative plans in the implementation program. As the key objective of the Master Plan is to set a planning framework so that Government can effectively respond to development opportunities, greater emphasis has been placed on establishing priorities. The Master Plan is sufficiently detailed to expedite land release, with precinct urban design guidelines for City West that will inform the preparation of lease and development conditions. Further, the Master Plan identifies a capital works program to revitalise City West. There is a clear commitment to land release and capital works programs not just in City West but the whole City.

Reject changes to street network in the ANU
The proposals in the draft Master Plan to reopen University Avenue and Ellery Circuit to traffic into the ANU, and to extend Allsop Street and Kingsley Street into the ANU, were
not supported by the ANU. These changes are not obligatory; they are notional only. These changes are shown in the indicative outcome plan (approximately 30 years into the future), and may be reconsidered at that time.

**Revitalisation incentives must ensure protection of the heritage of the area**

Hobart and Farrell Places require comprehensive redevelopment to achieve a sustainable and high quality urban environment. The use of incentives in the draft *Master Plan* to assist in revitalising Hobart and Farrell Places were supported, subject to the heritage impacts being managed for blocks containing or adjacent to heritage buildings where extra floor space is permitted. This issue is addressed in the revitalisation incentives in the final *Master Plan*.

**GOVERNMENT WRITTEN RESPONSES**

In relation to the ROCKS area, there is a need to enhance the community precinct that forms a natural collocation with the ANU, and to consider grants to community organisations to facilitate the development of the precinct.

Traffic issues need to be examined in relation to the proposed extension of Edinburgh and Constitution Avenues, and the implications for traffic from Commonwealth to Northbourne Avenue. Ensure that there are linkages between the *Master Plan* and the *Sustainable Transport Plan*.

The draft *Master Plan* needs to be informed by, and consistent with, the NCA’s *Griffin Legacy Project*. For example, planning proposals for University Avenue. Adherence to Griffin's plan needs to be considered in the context of the Territory's needs, and not necessarily to comply with Griffin’s principles, noting that there are other examples of not adhering to the principles. There needs to be a process to consider trade-offs with the Griffin principles.

Any proposal to grant land as part of facilitating the development of City West should not generally be for purposes other than community use, unless there are land swap provisions.

The recognition of Childers Street as a developing arts precinct, and building on the links between the University, community and performing arts in the precinct, is supported. There is great potential for public art developed by business, the community and government to add to the distinct identity of City West and to create a more vibrant and valued precinct.

Additional information was provided to ensure that the potential of the heritage to contribute to the area is maximised.

The draft *Master Plan* needs to better describe how connections between City West and East are strengthened, and state that these connections will be explored in further studies.

It is important to ensure that the existing child care centre along Childers Street is retained, and that there is provision for additional land for expansion of the centre.
7.4 Previous studies for City West

The Master Plan builds on previous relevant planning and urban design initiatives and studies for City West undertaken by the ACT Government. The ACT Heritage Places Register, the Register of the National Estate, and historical and archaeological texts are also useful in interpreting the history, cultural and heritage values of City West.

Previous studies for City West include:

**Civic Lighting and Pedestrian Signage Strategy (1998)**
Highlights significant gaps in the urban fabric of City West. Many facilities and attractions are ‘hidden’ in the landscape and in need of signage and interpretive activities to inform people of the features of community and cultural interest or significance. Consideration needs to be given to primary and secondary routes of travel for pedestrians and design solutions for improvements to amenity to reflect these aspects of human activity in the City.

**Civic Revealed: A Community Profile (1996)**
Provides a cultural profile of the City. The report highlights the potential for intensifying the interface of the ANU campus and the history of arts and community organisations in the area. It highlights the large number of community organisations with a focus on environmental sustainable development. This has been reiterated in many other consultations and reports for City West.

**City Walk West (Alinga Street) Forward Design Study (2000)**
Provides an in-depth focus into the western route of Alinga Street. The recommendation to alter the name of Alinga Street on the western side of Northbourne Avenue to City Walk was proposed. This would address the sense of division across the City, recognition of the route as a preferred pedestrian route that links City East and West, and confusion of changing street names at block intervals. This area is noted as being the edge of the professional district that prevails across City West, and has a relatively low level of retail activity.

**City West Links and Public Places Upgrade Study (1998)**
Provides an overview of the constraints and opportunities that exist in City West. The semi-formal nature of the area and the mix of indigenous and introduced plantings are appreciated.

**Civic Accessibility Study (2001)**
Guides access requirements for the public realm to ensure that the City will be an accessible place. The study addresses the needs of all people covering disabilities that are physical, intellectual, psychiatric, sensory and neurological. Frail and aged people, those with young children, and those from non-English speaking backgrounds are included. There are access issues in the public places and a need for clear and accessible pathways through the City.
Makes a number of recommendations about affordable housing and measures to ensure that it is included in the housing mix in the future.

The Taskforce defined affordable housing as “a situation that conveys the notion of reasonable housing costs in relation to income: that is, housing costs that leave households with sufficient income to meet reasonable living costs such as food, clothing, transport, energy, medical care and education”. The Taskforce defined people as having difficulty in accessing affordable housing as those households in the lowest income quintiles (lowest 40 per cent of income distribution) that paid 30 per cent or more of their household income in housing costs.

Housing is only generally affordable if it is well serviced, located in areas of high need, safe, secure and accessible to people in need. It should be well located in relation to services and facilities, employment and educational opportunities, and to networks for transport and communication.

It is important to get community benefit by the way of affordable housing into the City to enhance the sustainability and liveability of the City. Benefits include a reduction in the need to travel, increase in diversity of residents and further opportunities to live, work and play in the City.

Planning measures to ensure affordable housing include inclusionary zoning, betterment levies, bonus systems, infrastructure charges, negotiated agreements, and impact mitigation measures.

ROCKS Redevelopment Proposal (2002)
Brings together issues and a vision by a range of community and arts groups and activities that take place in Childers and Hutton Streets. The brief supports a vision for development that will support a vibrant urban community underpinned by environmental and social sustainable design and planning principles. With regard to community activity, the brief notes that participants are concerned to maintain community use zoning, provide security of tenure for existing community groups, and provide the opportunity to accommodate other community groups and activities within the development.

Hobart Place Forward Design Study (2001)
Describes the Hobart Place area as the medical, legal, insurance and financial centre of the City. This role is likely to continue due to its close proximity to banking institutions and the Magistrates, Supreme, Federal and Family Courts.

Built in the 1950s and 1960s, the current style of the buildings and landscape are typical of their time. The area is named after the capital city of Tasmania and many of the building owners have picked up on this in the names of buildings.

In the consultation process it was suggested that there would be future opportunities for development of some retail activity to maximise the opportunities presented by clients utilising the range of professional services across the area, in particular the judicial institutions.
Civic West Pedestrian Links Master Plan (2001)
Again highlights issues regarding gaps in the urban fabric, the poor quality of urban spaces in contrast to the ANU campus, the absence of public amenities and a preponderance of buildings facing inwards, which intensifies the feeling of the area being unsafe.

The study highlights the wealth of cultural and heritage assets found in the area. Participants were surprised to realise just how much activity was actually taking place due to the combination of academic, judicial and cultural institutions and community facilities and services in the district. While there were different qualities for particular areas within City West, participants were concerned that design and planning responses not make distinctions that could segregate particular neighbourhoods or types of activity.

This assessment and a mini-assessment of community facilities needs and sites were prepared by ACTPLA for City West to inform the Master Plan. They highlight the current and projected future community facilities needs in City West.

University Gateway Forward Design Study (2001)
Identifies strong support for creating a ceremonial gateway to the ANU at the intersection of University Avenue and Marcus Clarke Street. The gaps in the urban fabric, plus the location of the City West bus layover, were contributors to the unsafe feeling of the area. The preferred option for a ‘pedestrian avenue’ strengthens the ceremonial aspects of the street with wider footpaths, avenue planting, and a high quality street and pedestrian lighting system.

Participants again note the quality of the urban environment within the campus, which contrasts against the poor quality of the city fabric. People involved in the consultation were concerned to see the area recognised as one of transition, a shared zone for the university community as it traverses the area with arts, entertainment, community, business and the legal fraternity. Participants were also concerned that the development of a gateway concept be would interpretive rather than literally rendered.
7.5 References


7.6 Consultants’ reports

The following reports were prepared by the team of specialist consultants to support the Master Plan:

- Australian Valuation Office 2003, *Valuation Advice for City West*, Canberra (unpub.).
- Colliers International 2002-2003, *Valuation Advice for City West*, Canberra (unpub.).
- Maunsell 2002, *City West Master Plan Transport Assessment*, Canberra (unpub.).
7.7 Project credits

Urban Design and Projects Team, ACTPLA
- Gay Williamson, Project Director
- Trina Stiff, Project Manager

Urban Design and Planning Taskforce
- Stephen Frith, Professor of Architecture, University of Canberra
- Jan McCredie, Director Service Planning, Auburn Council
- Catherine Townsend, Architect & Director, Townsend and Associates
- Paul Knox, Landscape Architect, representing the ANU
- Stuart Mackenzie, Principal Urban Designer, NCA
- Ross Bonthorne, Urban Designer, Bovis Lend Lease
- Trina Stiff, Senior Urban Planner, ACTPLA

Specialist Consultants
- Robert Boden, Consultant in Conservation and Natural Resource Management
- Susan Conroy, Cultural Planning Consultant
- Tom Brimson, Principal Traffic Engineer, Maunsell
- Jim Shonk, Director and Valuer, Colliers International
- Peter Crawford, Regional Manager, Australian Valuation Office
- Eric Martin, Architect and Heritage Consultant, Eric Martin & Associates Architects

Photographs
- Derek Swalwell Photography
- Trina Stiff
- Gay Williamson
- Susan Conroy
- Warren Overton
- Chief Minister’s Department Office of Sustainability
- National Capital Authority

Illustrations
- Malcolm Munro
- Phil Ingham
- Trina Stiff
- Chief Minister’s Department Policy Group
- National Capital Authority

Precinct Design Guidelines
- Jacinda Forster
- Trina Stiff
- Doug Brooks