

## Planning and Development (Draft Variation No. 300) Consultation Notice 2010

Gungahlin Town Centre: changes to zoning and the introduction of a Precinct Code, separation of town centre specific provisions from the current Gungahlin structure plan into structure plans for the town centre and the remaining area, and consequential changes.

### Notifiable instrument NI2010—659

made under the *Planning and Development Act 2007*, section 63 (Public consultation—notification) and section 64 (Public consultation—notice of interim effect etc)

---

Draft Variation No. 300 to the Territory Plan (see *Annexure A*) Gungahlin Town Centre proposes various changes including rezoning land to allow office, entertainment, retail and community facilities and establishing a precinct code and new structure plans to replace the existing structure plan. The changes are proposed to:

- expand the retail core
- allow for a greater range of uses in areas currently zoned for residential, office, leisure and accommodation
- allow taller buildings, but limit overshadowing
- bring entertainment and community facilities into the main part of the centre
- improve pedestrian, cycling and public transport access
- improve the use of open space
- create a ring road to divert traffic from the town centre and link The Valley Avenue with Gundaroo Drive
- acknowledge the growing community facilities around Gungahlin College.

Copies of this draft variation and background documents may be obtained from:

- [www.actpla.act.gov.au](http://www.actpla.act.gov.au)
- ACTPLA's customer service centre, 16 Challis Street, Dickson during business hours.

Written comments are invited until **COB Monday 28 February 2011**.

Comments should include reference to the draft variation, a return postal address and be addressed to Manager, Development Policy Section. Comments can be:

- emailed to [terrplan@act.gov.au](mailto:terrplan@act.gov.au)
- posted to ACTPLA, GPO Box 1908, Canberra ACT 2601
- delivered to ACTPLA's customer service centre at the above address.

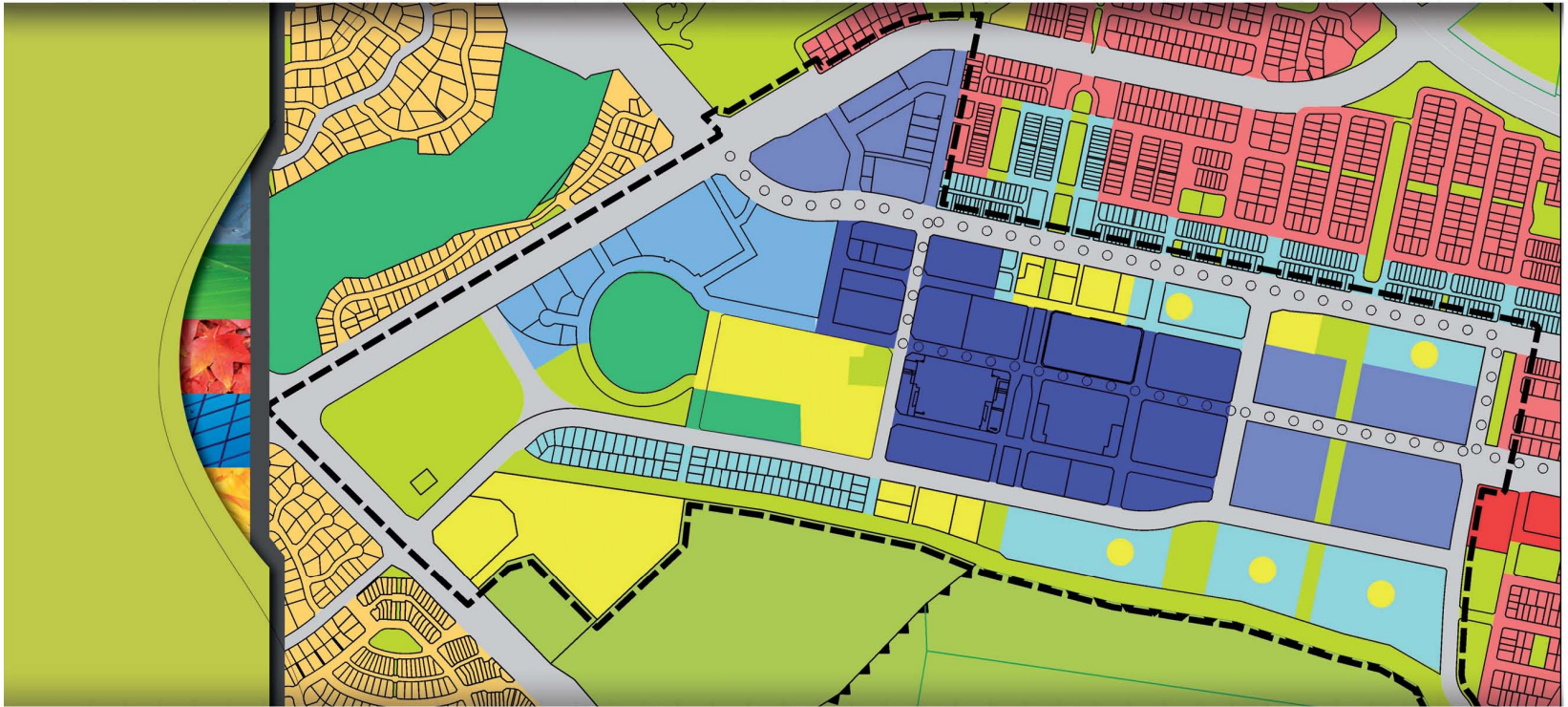
Copies of written comments received will be made available for public inspection for no less than 15 working days from the day after the closing date at ACTPLA's customer service centre in Dickson and via ACTPLA's website.

The draft variation has interim effect under section 65 of the *Planning and Development Act 2007* for a period of up to one year from Tuesday 30 November 2010. During this period, the Territory, the Executive, a Minister or a territory authority must not do or approve the doing of anything that would be inconsistent with the Territory Plan if it were varied accordance with the draft plan variation.

Ben Ponton  
Delegate of the ACT Planning and Land Authority  
29 November 2010



## DRAFT VARIATION TO THE TERRITORY PLAN NO. 300



Gungahlin Town Centre: Zoning changes, revisions to Structure Plans for Gungahlin, introduction of a Precinct Code and resultant amendments to the Territory Plan.

November 2010

*Planning & Development Act 2007*



**ACT Planning &  
Land Authority**



**ACT Planning &  
Land Authority**

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

If you have difficulty reading a standard printed document and would like to receive this publication in an alternative format — such as large print or audio — please telephone (02) 6207 7307.

If English is not your first language and you require the translating and interpreting service — please telephone 131 450.

If you are deaf or hearing impaired and require the TTY typewriter service — please telephone (02) 6207 2622.

# Contents

<b>1. Introduction</b>	<b>1</b>
1.1 Summary of the proposal	1
1.2 Outline of the process	1
1.3 This document	2
1.4 Public consultation	2
<b>2. Explanatory statement</b>	<b>3</b>
2.1 Background	3
2.2 Current Territory Plan provisions	4
2.4 Reasons for the proposed changes	7
2.5 Planning context	7
2.6 Interim effect	8
2.7 Consultation with government agencies	9
<b>3. Draft variation</b>	<b>14</b>
<b>Appendix A - Gungahlin Town Centre Precinct Code</b>	<b>21</b>
<b>Appendix B - Gungahlin Town Centre Structure Plan</b>	<b>65</b>
<b>Appendix C - Gungahlin Central Area Structure Plan</b>	<b>73</b>





# 1. Introduction

## 1.1 Summary of the proposal

This draft variation proposes to amend the Territory Plan for the Gungahlin Town Centre by making the following changes:

- rezone land
- introduce the Gungahlin Town Centre Precinct Code
- introduce the Gungahlin Town Centre Structure Plan and remove town centre specific policies from the existing Gungahlin Town Centre and Central Area Structure Plan which is to be replaced with the Gungahlin Central Area Structure Plan
- other consequential changes to the Territory Plan include:
  - amend relevant zones development tables to add references to a new precinct code and reflect changes to assessable and prohibited uses
  - remove Gungahlin-specific provisions, which are included in the precinct code for the town centre, from the Town Centres Development Code.

The proposal is to meet the future land needs for retail, office accommodation and community facilities. Provisions will be inserted via a precinct code to enable development of entertainment facilities and a larger mix of uses in the town centre.

## 1.2 Outline of the process

The Commonwealth's *Australian Capital Territory (Planning and Land Management) Act 1988* allows for the Legislative Assembly to make laws to establish a Territory Planning Authority and for that authority to prepare and administer a Territory Plan. The *Planning and Development Act 2007* (the Act) establishes the ACT Planning and Land Authority (ACTPLA) as the authority which prepares and administers the Territory Plan, including continually reviewing and proposing amendments as necessary.

The Territory Plan is comprised of the written statement and a map. The written statement contains parts including governance; strategic directions; zones; precinct and general codes; overlays; definitions; structure plans, concept plans and development codes.

The Territory Plan Map graphically represents the applicable land use zones (under the categories of residential, commercial, industrial, community facility, parks and recreation, transport and services and non urban), precincts and overlays. The zone, precinct and overlay requirements are detailed in the volumes of the Territory Plan.

Draft variations to the Territory Plan are prepared in accordance with the Act. Following the release of the draft variation under section 63 of the Act, submissions from the public are invited. At the conclusion of the consultation period the ACTPLA submits a report on consultation and a recommended final variation to the Minister for Planning for approval. The Minister has the discretion to determine if referral to the Legislative Assembly Standing Committee on Planning, Public Works and Territory and Municipal Services is warranted before approval, depending on the nature and significance of the proposal. If the draft variation is referred to the Committee by the Minister or otherwise, the Minister must consider the findings of the Committee before deciding to approve the draft variation. If the Minister approves the variation, the variation and associated documents will be tabled in the Legislative Assembly. Unless disallowed by the Legislative Assembly within five sitting days, the variation commences on a day nominated by the Minister.

### 1.3 This document

This document contains the background information to the proposed variation. It comprises the following parts

- Part 1 Introduction
- Part 2 Explanatory Statement providing reasons for the proposed variation and describing its effect
- Part 3 Draft Variation including proposed changes to the Territory Plan

The Gungahlin Town Centre planning report has been released as a background document to the Draft Variation.

### 1.4 Public consultation

Documents relating to this draft plan variation, including the Gungahlin Town Centre planning report, may be obtained from

- [www.actpla.act.gov.au/Gungahlin](http://www.actpla.act.gov.au/Gungahlin)
- ACTPLA's customer service centre, 16 Challis Street, Dickson  
from 8:30am until 4:30pm weekdays

Note that free internet access is available at all ACT Public Libraries.

**Written comments** from the public are invited on the draft variation by **COB Monday 28 February 2011**. Comments should include a reference to the draft variation, a return postal address and be addressed to Manager, Development Policy Section.

Comments may be submitted via

- ACTPLA's customer service centre at the address above
- ACT Planning and Land Authority, GPO Box 1908, Canberra ACT 2601
- [terrplan@act.gov.au](mailto:terrplan@act.gov.au)

Copies of comments received will be made available for public inspection via ACTPLA's website and at the customer service centre in Dickson for a period of not less than 15 working days after the closing date listed above.

Subject to consideration of comments received, ACTPLA proposes to submit this draft variation to the Minister for Planning for consideration in line with the Act.

## 2. Explanatory statement

### 2.1 Background

The draft variation has been prepared to implement the recommendations of the Gungahlin Town Centre Planning Report. The report, which was prepared by the ACT Planning and Land Authority, responded to issues raised by residents, businesses and other parties with interests in Gungahlin during consultations in 2008 as part of the Gungahlin Town Centre planning study. The Gungahlin Town Centre Planning Report is available at [www.actpla.act.gov.au/Gungahlin](http://www.actpla.act.gov.au/Gungahlin).

The following key priorities were nominated during the public consultation stage of the planning study:

- identify land suitable for future offices and employment
- improve traffic arrangements in the town centre, particularly on Hibberson Street
- enhance access and shelter between retail centres for pedestrians
- provide for future bus stations and
- facilitate the development of entertainment and recreation facilities

These matters have been addressed in the Gungahlin Town Centre planning report, which has been released as a background document to this draft variation.

The draft variation proposes to implement the recommendations of the planning report through the adoption of the following measures by:

- identifying land suitable for offices to the east of the town centre
- providing for development of a ring road to divert through traffic away from Hibberson Street
- extending the existing grid street pattern to undeveloped areas to the east of the town centre to encourage walking and cycling
- changing various provisions to enhance the public realm and enable small scale activities to operate in Gungahlin Place
- diverting the inter-town public transport route along Hibberson Street and specifying the location of bus stations in a new precinct code and
- ensuring entertainment activities are co-located with major shopping centres to encourage after hours activity in the retail core.

These recommendations are to be implemented via a combination of rezoning land in Gungahlin Town Centre in the Territory Plan and establishing a local precinct code and revised structure plan for the centre to guide future development.

## 2.2 Current Territory Plan provisions

Figure 1 shows the current Territory Plan zoning in the area covered by the draft variation. The most prevalent zoning within the Gungahlin Town Centre is commercial (CZ1 core zone, CZ2 business zone, CZ3 services zone, CZ5 mixed use zone and CZ6 leisure and accommodation zone). The remaining area in the town centre is zoned CFZ community facility zone, RZ3 urban residential zone and parks and recreation PRZ1 urban open space zone. Major roads are zoned transport and services TSZ1 transport zone.

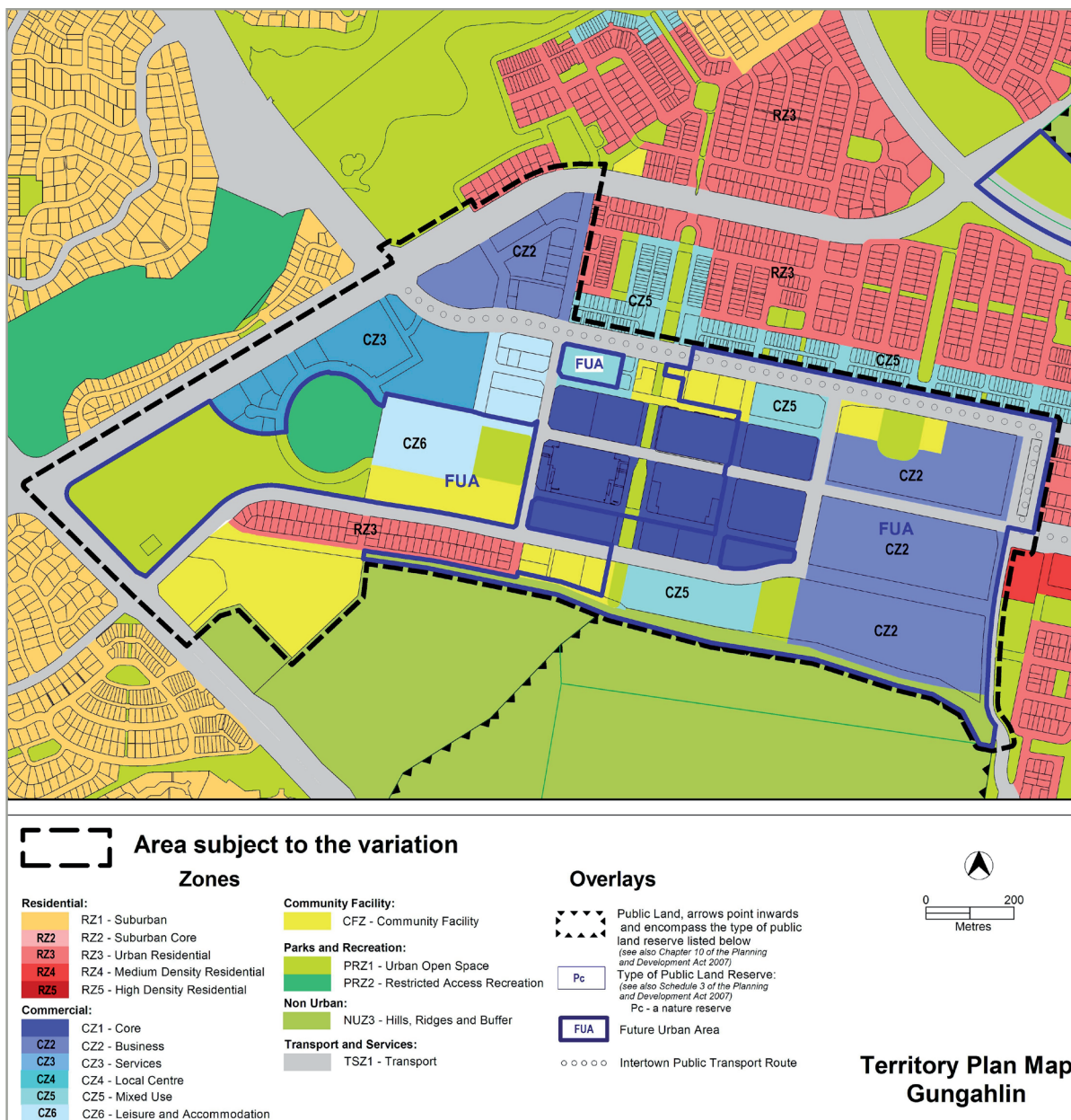


Figure 1 Current zoning on Territory Plan map of area subject to this draft variation

### Future urban area overlay

Some areas of the town centre are covered by a future urban overlay as they are yet to be developed. The final zoning, while generally indicated on the Territory Plan map, will be set at the time an estate development plan is approved by ACTPLA in accordance with the provisions of a precinct code relating to the future urban areas.



## 2.3 Summary of key changes

### Proposed changes to the Territory Plan Map

Figure 2 shows how the draft variation proposes to change the Territory Plan zoning. Each number on the map relates to the appropriate location of a change that is described below against its corresponding number.

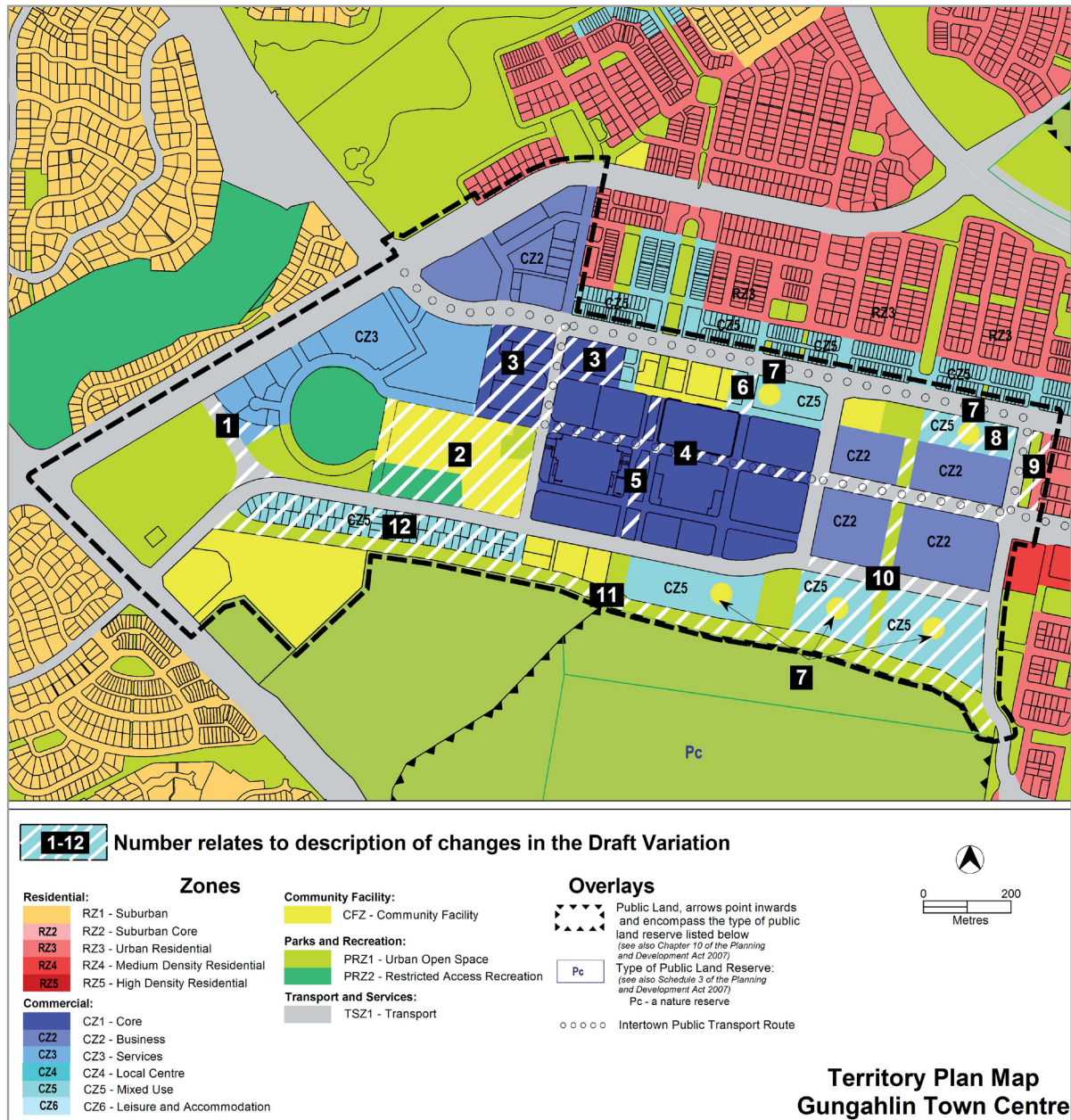


Figure 2 Location of proposed changes to the Territory Plan map



The following change to zoning is proposed to the Territory Plan map:

- 1 PRZ1 urban open space becomes TSZ1 transport to enable the extension of The Valley Avenue to Gundaroo Drive and expands the CZ3 services zone
- 2 CZ6 leisure and accommodation becomes community facility zone (CFZ) for an expanded Gungahlin College site and community uses; at the southern end of the site, CFZ becomes PRZ2 restricted access recreation for the future leisure centre; PRZ1 urban open space is retained at the location of the town park  
[note: The Future Urban Area overlay on the site is to be removed by this draft variation]
- 3 CZ5 mixed use and CZ6 leisure and accommodation becomes CZ1 core
- 4 TSZ1 transport in Hibberson Street becomes CZ1 core
- 5 PRZ1 urban open space in Gungahlin Place becomes CZ1 core
- 6 CFZ becomes CZ5 mixed use
- 7 shows the location of future community facilities intermingled in CZ5 mixed use
- 8 CZ2 business becomes CZ5 mixed use
- 9 TSZ1 transport becomes PRZ1 urban open space  
[note: RZ3 urban residential increases to cover the adjacent access road]
- 10 CZ2 business becomes PRZ1 urban open space, TSZ1 transport and CZ5 mixed use
- 11 various zones on Well Station Track become PRZ1 urban open space
- 12 RZ3 urban residential becomes CZ5 mixed use

### **Other changes to the Territory Plan**

The proposed changes to the Territory Plan are outlined in detail in part 3 of this draft variation.

#### Items 1–4, 13–16

Inserts references to the proposed Gungahlin Town Centre precinct code into the respective zone development tables (as listed below). The following zones which exist or are proposed in the town centre:

- CZ1 core zone
- CZ2 business zone
- CZ3 services zone
- CZ5 mixed use zone
- CFZ Community facility zone
- PRZ1 urban open space zone
- PRZ2 restricted access recreation zone
- TSZ1 transport zone

The references are being inserted to enable the proposed precinct code to be considered when assessing developments.

#### Item 5

Amends a diagram of the Gungahlin Town Centre (which indicates the commercial zones CZ1–CZ3, in line with the zoning changes proposed in this draft variation) in the Town Centres Development Code.

#### Items 6–12

Removes provisions for Gungahlin Town Centre from the Town Centres Development Code, as any provision which remain relevant are proposed to be located in the Gungahlin Town Centre Precinct Code.

#### Item 17

Indicates where in the Territory Plan, the Gungahlin Town Centre Precinct Code is to be located.

#### Item 18

Indicates where in the Territory Plan the Gungahlin Town Centre Structure Plan is to be located and instructs the replacement of the Gungahlin Town Centre and Central Area Structure Plan with the revised Gungahlin Central Area Structure Plan. In this way all structure plan matters for the Gungahlin Town Centre are contained within its own discrete structure plan.

## 2.4 Reasons for the proposed changes

ACTPLA has prepared the draft variation to the Territory Plan to implement the recommendations of the Gungahlin Town Centre Planning Report. The land is in the existing urban area and within a 15 kilometre radius of the city centre. The proposed changes provide for the expansion of office employment within Gungahlin Town Centre by reserving prominent sites for large employers and by increasing opportunities for businesses to operate in the town centre. Improvements to the road network by reducing through traffic and improving public transport are intended to encourage walking and cycling especially in the core area of the town centre, while reducing dependence on private vehicles. Changes to building forms and heights within the town centre are expected to increase housing choice for Gungahlin residents, support retail activity and nurture an entertainment precinct in the town centre.

## 2.5 Planning context

### 2.5.1 National Capital Plan

The *Australian Capital Territory (Planning and Land Management) Act 1988* established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (the Plan) and to keep the Plan under constant review and propose amendments when necessary.

The Plan, which was published in the Commonwealth Gazette on 21 January 1990, is required to ensure Canberra and the Territory are planned and developed in accordance with their national significance. The *Australian Capital Territory (Planning and Land Management) Act 1988* also requires the Territory Plan is not inconsistent with the Plan. The area covered by this draft variation is within urban areas identified in the Plan.

The NCA was consulted during the preparation of this draft variation and its comments are included at 2.7 Consultation with Government Agencies.

## 2.5.2 Territory Plan

The proposal is considered to be consistent with the Territory Plan's Statement of Strategic Directions in terms of Environmental, Economic and Social Sustainability and Spatial Planning and Urban Design Principles.

## 2.5.3 Planning Strategy for the ACT

### 2.5.3.1 Canberra Spatial Plan

The Canberra Spatial Plan (2004) outlines the strategic direction for urban growth over a 30 year period to achieve social, environmental and economic sustainability for Canberra.

Draft Variation No 300 is consistent with the Canberra Spatial Plan as it involves

- development within the existing urban area
- co-locating new employment and residential areas in the town centre adjacent to transport routes and
- changes to the road network to reduce journey times and trip lengths as the town centre develops.

### 2.5.3.2 Sustainable Transport Plan

The Sustainable Transport Plan (2004) sets a direction and policy framework to achieve a more sustainable transport system for the ACT over the next 25 years.

Draft Variation No 300 is consistent with the Sustainable Transport Plan as it

- facilitates the higher density development in the Gungahlin Town Centre
- aligns the main public transport route with the town centre's main street
- provides a trunk walking and cycling network that improves movement within the town centre and
- establishes a system of major collector 'ring road' to ease congestion and improve pedestrian safety in the town centre.

## 2.6 Interim effect

Section 65 applies in relation to the draft plan variation.

The variation has interim effect from Tuesday 30 November 2010 to Tuesday 29 November 2011 or until the end of the 'defined period', whichever is shorter. Under the *Planning and Development Act 2007*, section 65(3) 'defined period' for a draft plan variation means the period

- (a) starting on the day (the notification day) when the consultation notice for the draft plan variation is notified under the Legislation Act (see s63)
- (b) ending on the day the earliest of the following happens:
  - (i) the day the public availability notice under section 70 for draft plan variation is notified in accordance with the Legislation Act
  - (ii) the day the draft variation, or the corresponding plan variation is withdrawn under section 68 (1) (b) or section 76 (3) (b) (v)
  - (iii) the period of 1 year after notification day ends.

The Territory, the Executive, a Minister or a territory authority must not, during the defined period, do or approve the doing of anything that would be inconsistent with the Territory Plan if it were varied in accordance with the draft plan variation.

## 2.7 Consultation with government agencies

ACTPLA is required to, in preparing a draft variation under section 61(b) consult with each of the following in relation to the proposed draft variation

- (i) the National Capital Authority
- (ii) the Conservator of Flora and Fauna
- (iii) the Environment Protection Authority
- (iv) the Heritage Council of the ACT
- (v) if the draft variation would, if made, be likely to affect unleased land or leased public land – each custodian for the land likely to be affected.

### National Capital Authority

The National Capital Authority submitted the following comments on 20 August 2010:

The National Capital Plan recognises Gungahlin as one of Canberra's town centres, supporting a significant proportion of Canberra's residential land use. The core area of Gungahlin town centre should continue to be developed with a mix of retail, commercial, cultural, entertainment and other facilities to meet community needs, and serve as a location for office-based employment.

Critical to Gungahlin's future economic and environmental sustainability will be the links with Civic and the other town centres. This will also be important for the town centre to contribute to the ACT's broader sustainable transport objectives. In this regard, opportunities for public transport priority, cycling and pedestrian permeability and integrated arterial road infrastructure should be identified and reinforced in this Draft Variation to the Territory Plan. Consideration should be given to car-free streets or shared space, to further enhance the safety and access for pedestrians and cyclists.

The design of any public space should conform to appropriate principles and policies to reduce energy and water use and optimise the value of the space for the community. Built form should further reinforce walkable, legible patterns and provide a diversity and quality of spaces and materials.

### Response

DV300 is consistent with the commercial centres hierarchy and provides for the future needs of Gungahlin residents for a range of commercial, employment, recreational and community facilities. The issues raised by the NCA have been substantially addressed in the precinct code which includes provisions to realign the inter-town public transport route, identify a ring road for private vehicles and cycle ways connections within the town centre, facilitate mixed-use accommodation and improve both street patterns and public space. Water sensitive urban design principles are included in the Waterways: Water Sensitive Urban Design General Code and development controls for water sensitive urban design are included in residential codes of the Territory Plan. The precinct code for the town centre reinforces the main pedestrian areas in the town centre and supports the possible future introduction of a shared space zone in the town centre.

## Conservator of Flora and Fauna

The Conservator of Flora and Fauna submitted the following comments on 9 November 2010:

Thank you for revising Draft Variation No. 300 –Gungahlin Town Centre to take into consideration my previous comment regarding the potential impact on the Mulanggarri Grassland Nature Reserve by the addition of bushfire related management actions that would be required to establish an Outer Asset Protection Zone.

I note that the rules and criteria have been amended to ensure that development adjacent to Mulanggarri will not increase fuel management requirements in the grasslands. I also note the changes to Figure 7:

- highlighting the boundary of Mulanggarri Grasslands
- identifying the Inner Asset Protection Zone within Well Station Track reserve along the alignment of the Strategic Bushfire Management Plan (from the north western corner of the college oval along the entire length of the track)
- specifying Area A that is referred to in the Rules requiring the construction of an edge road, that any development complies with the Planning for Bushfire Risk Management General Code.

The changes adequately address my concerns. I can now support the draft variation.

## Response

Noted.

## Environment Protection Authority (EPA)

The EPA provided the following comments on 15 November 2010:

Thankyou for the opportunity to comment on DV300 - Gungahlin Town Centre, referred to the Environment Protection Authority (EPA) in accordance with Section 61(b)(iii) of the *Planning and Development Act 2007* . The EPA has reviewed the relevant documentation and comments are provided below.

### Gungahlin Central Suburbs Structure Plan

The Structure Plan has indicated that there should be opportunities for business investment and employment that supports both day time and night time economic activities. However the Structure Plan does not appear to consider the potential incompatibilities between night time economic activities (i.e. Club, Pub etc) and residential or mixed use areas. An area should be identified within the Gungahlin Town Centre where these activities can occur away from residential properties thus eliminating the potential for conflict between the two uses or policies and guidelines developed requiring building materials that are capable of attenuating high noise levels, particularly low frequency noise in these mixed use areas.

## Gungahlin Town Centre Precinct Code

### *Element 6: Entertainment Precinct*

The Environment Protection Authority (EPA) supports the establishment of an area identified for entertainment where the object is to create an area which encourages night time economic activities such as clubs, acknowledging that these activities have the potential to impact residential properties particularly at night. Including the area 1b within this precinct where residential (serviced apartments) is permitted may reduce the effectiveness of the entertainment precinct. The EPA recommends that either residential not be permitted within this precinct OR that rules are created that require building materials that are capable of attenuating high noise levels, particular low frequency noise, be used. (Please note that this would mean applying more stringent specifications than those identified in the relevant Australian Standards).

### *Element 9: Precinct 1b - Retail Core Mixed Use*

Section 10.2 - see above comments for Element 6.

### *Element 14: Precinct 4a - Southern Transition*

The EPA requests that any residential properties abutting Precinct 1b or 2a be required to be built with materials that are capable of attenuating high noise levels, particularly low frequency noise. (Please note that this would mean applying more stringent specifications than those identified in the relevant Australian Standards).

### *Element 15: Precinct 4b*

The EPA requests that any residential properties abutting Precinct 1b or 2a be required to be built with materials that are capable of attenuating high noise levels, particular low frequency noise. (Please note that this would mean applying more stringent specifications than those identified in the relevant Australian Standards).

## Response

The Territory Plan subjects multi unit housing developments in commercial zones to assessment against relevant Australia standards (AS 3671 traffic noise and AS 2107 reverberation terms for building interiors) and the ACT Environment Protection Regulation 2005. A key component of DV300 involves creating opportunities for mixed use developments in the town centre. Whilst noise is an important issue that need to be managed in such developments, mixed use areas can have many positive impacts including less criminal activity and potentially a safer environment due to increased passive surveillance of public areas. Planning controls regarding noise, particularly in commercial areas with night time activities, are being considered as part of a separate review of commercial zones development codes. Changes to noise reduction provisions may be made, pending the outcome of this review and public consultation by ACTPLA.



## **Heritage Council**

The Heritage Council submitted the following comments on 11 August 2010:

The Heritage Council wishes to advise that there are no historic heritage items nominated to or registered on the ACT Heritage Register, within or adjacent to the subject area or change defined on page 4 of the draft variation document. It should also be noted that extensive ground disturbance has occurred within this area in the past, and there are no archaeological items remaining. However, if any archaeological items are uncovered during construction, the Heritage Council must be notified immediately.

The Heritage Council considers that the proposed variation 300 to the Territory Plan is unlikely to generate any detrimental heritage impacts, and therefore it does not raise any objection to the proposal.

### Response

Noted.

## **Department of Land and Property Services (LAPS) including comments from the Land Development Agency**

The Department of LAPS submitted the following comment on 12 November 2010:

No comment.

### Response

Noted.

## **Department of Territory and Municipal Services (TAMS)**

The Department of TAMS submitted the following comments on 8 November 2010:

The Department of Territory and Municipal Services agencies have no further comments nor objection to releasing DV300 Gungahlin Town Centre on public consultation. TAMS support DV300 proceeding to public consultation.

### Response

Noted.

## **Department of Justice and Community Safety (JACS)**

The Department of JACS submitted the following comments on 13 August 2010:

The Department of Justice and Community Safety has no objection to the proposed Draft Variation to the Territory Plan No 300.

### Response

Noted.

## **Department of Environment, Climate Change, Energy and Water (DECCEW)**

DECCEW submitted the following comments on 12 November 2010:

I refer to the revisions made to the Planning Report for Gungahlin Town Centre which took into consideration the comments prepared by Department of Environment, Climate Change, Energy and Water (DECCEW) on 20 August 2010 regarding the importance of considering the impact of climate change in the early planning stages as well as the latter planning stages.

I note that the planning report has been amended to recognise the following matters:

- the size of ACT greenhouse gas emissions
- the *Climate Change and Greenhouse Gas Reduction Act 2010* and emission reduction targets adopted by the ACT and
- the significant contribution land use planning can make to the reducing energy use and promoting energy efficiency. For instance reducing traffic and travel times through co-location of complementary activities and land use, as is proposed in draft variation 300 Gungahlin Town Centre.

These amendments adequately address DECCEW's concerns and the Department has no objection to DV300 being placed on public exhibition.

### Response

Noted.

### 3. Draft variation

#### Variation to the Territory Plan Map

The Territory Plan map is varied as indicated in Figure 2 for the area shown as subject to the draft variation.

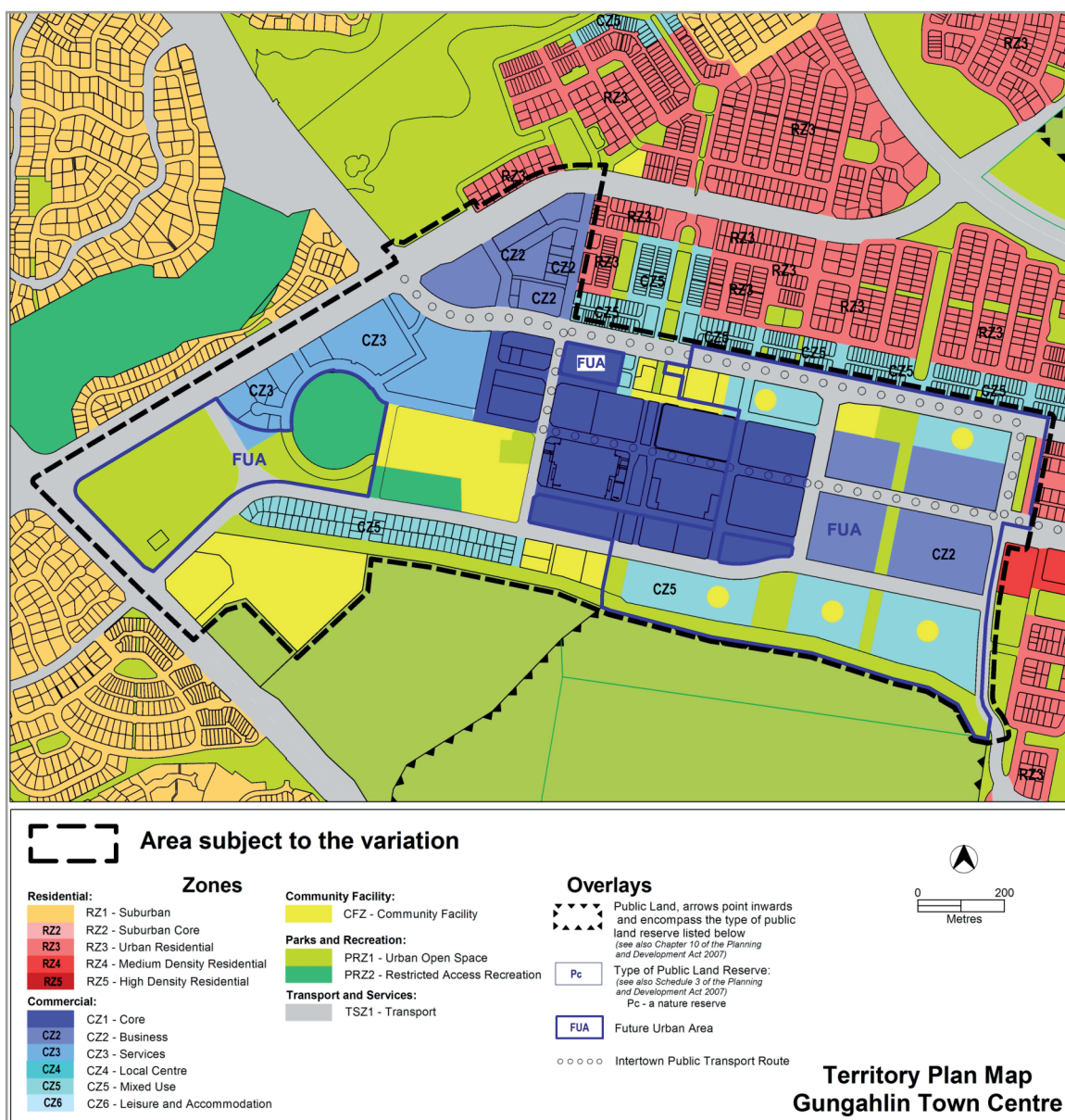


Figure 3 Proposed Territory Plan map

**Variation to 4.1 CZ1–CZ6 objectives and development tables, CZ1 core zone**

1. at Other codes, Precinct Codes

*Substitute 'No precinct codes identified' with the following*

Gungahlin Town Centre Precinct Code

**Variation to 4.1 CZ1–CZ6 objectives and development tables, CZ2 business zone**

2. at Other codes, Precinct Codes

*Insert the following below 'Northbourne Avenue Precinct Code'*

Gungahlin Town Centre Precinct Code

**Variation to 4.1 CZ1–CZ6 objectives and development tables, CZ3 services zone**

3. at Other codes, Precinct Codes

*Substitute 'No precinct codes identified' with the following*

Gungahlin Town Centre Precinct Code

**Variation to 4.1 CZ1–CZ6 objectives and development tables, CZ5 mixed use zone**

4. at Other codes, Precinct Codes

*Insert the following below 'Northbourne Avenue Precinct Code'*

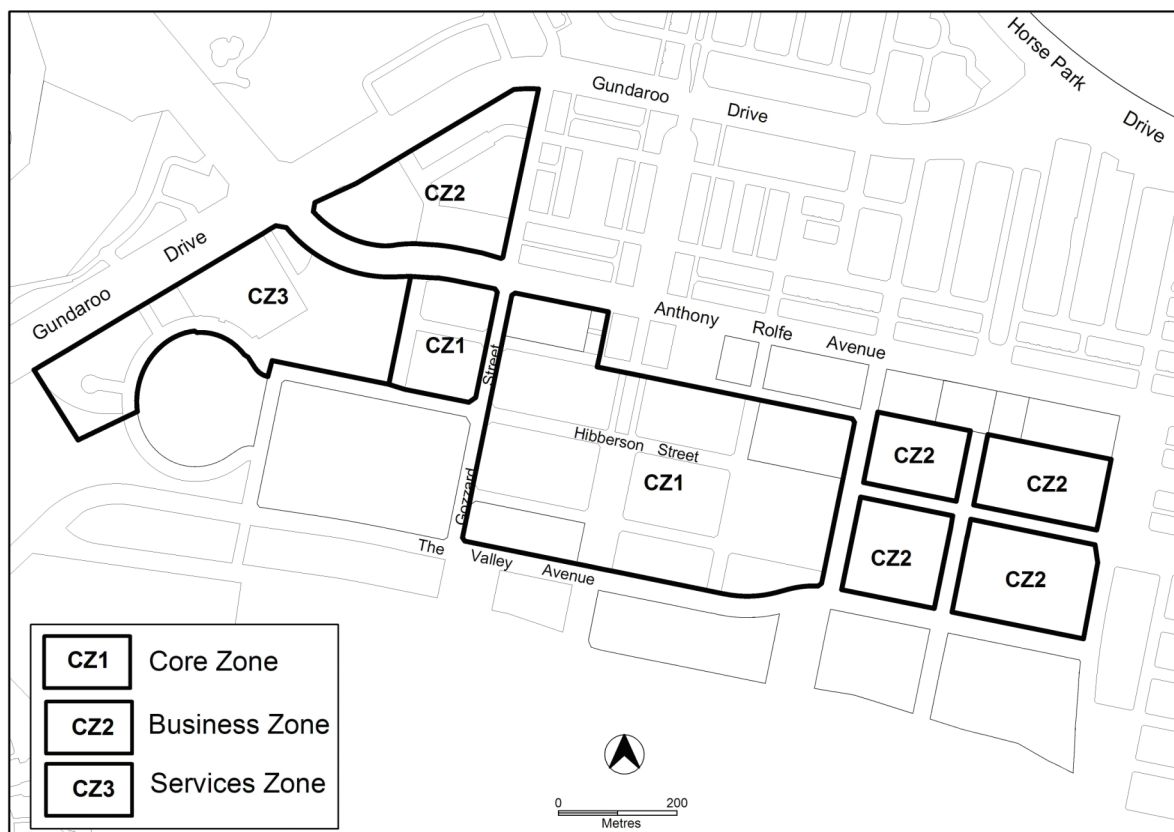
Gungahlin Town Centre Precinct Code

## Variation to 4.3 Town Centres Development Code

Revise table of contents to reflect omission of Gungahlin-specific provisions and renumber accordingly

### 5. at Part A – Centre and Zone Specific Controls

Substitute Figure A2 Gungahlin Town Centre Zones with the following figure and note



Note: Additional requirements for the CZ1–CZ3 zones are contained in the Gungahlin Town Centre Precinct Code

### 6. at Part A (1) – Town Centre – CZ1 Core Zone, Element 1: Restrictions on Use

Omit the following

1.2 Gungahlin provisions including rules R2, R3 and R4 and criteria C2, C3 and C4

### 7. at Part A (1) – Town Centre – CZ1 Core Zone, Element 2: Building and Site Controls

Omit the following

2.2 Gungahlin provisions including rules R7 and R8 and criteria C6, C7 and C8

8. at Part A (1) – Town Centre – CZ1 Core Zone, Element 3: Built Form

*Omit the following*

3.3 Gungahlin provisions including criteria C15 and C16

9. at Part A (2) – CZ2 Business Zone, Element 2: Building and Site Controls

*Omit the following*

2.2 Gungahlin provisions including rules R25 and R26 and criteria C25, C26 and C27

10. at Part A (2) – CZ2 Business Zone, Element 3: Built Form

*Omit the following*

3.3 Gungahlin provisions including criterion C35

11. at Part A (3) – CZ3 Services Zone, Element 2: Building and Site Controls

*Omit the following*

2.2 Gungahlin provisions including rules R44 and R45 and criteria C44 and C45

12. at Part A (3) – CZ3 Services Zone, Element 3: Built Form

*Omit the following*

3.3 Gungahlin provisions including criterion C53 and Figure A6 Gungahlin – Main Pedestrian Areas and Routes

**Variation to 6.1 CFZ objectives and development table, CFZ community facility zone**

13. at Other codes, Precinct Codes

*Insert the following below 'Northbourne Avenue'*

Gungahlin Town Centre Precinct Code



#### **Variation to 7.1 PRZ1–PRZ2 objectives and development table, PRZ1 urban open space**

14. at Other codes, Precinct Codes

*Substitute 'No codes identified' with the following*

Gungahlin Town Centre Precinct Code

#### **Variation to PRZ1–PRZ2 objectives and development table, PRZ2 restricted access recreation**

15. at Other codes, Precinct Codes

*Substitute 'No codes identified' with the following*

Gungahlin Town Centre Precinct Code

#### **Variation to 8.1 TSZ1–TSZ2 objectives and development table, TSZ1 transport zone**

16. at Other codes, Precinct Codes

*Substitute 'No codes identified' with the following*

Gungahlin Town Centre Precinct Code

#### **Variation to 10 Precinct Codes**

17. at 10.2 Other Precinct Codes

Insert the following

Gungahlin Town Centre Precinct Code (see Appendix A)

#### **Variation to 14 Structure Plans**

18. after 14.11 Lawson South

*Insert the following*

14.12 Gungahlin Town Centre Structure Plan (see Appendix B)

*Substitute '14.5 Gungahlin Town Centre and Central Area Structure Plan' with the following*

14.5 Gungahlin Central Area Structure Plan (see Appendix C)

ENGLISH	If you need interpreting help, telephone:
ARABIC	إذا احتجت لمساعدة في الترجمة الشفوية ، إتصل برقم الهاتف :
CHINESE	如果你需要传译员的帮助，请打电话：
CROATIAN	Ako trebate pomoć tumača telefonirajte:
GREEK	Αν χρειάζεστε διερμηνέα τηλεφωνήστε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajjuna t'interpretu, ċempel:
PERSIAN	اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ако вам је потребна помоћ преводиоца телефонирајте:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

**TRANSLATING AND INTERPRETING SERVICE**

**131 450**

Canberra and District - 24 hours a day, seven days a week



# **Precinct Code**

## **Gungahlin Town Centre**



This page is intentionally blank.

## Contents

Introduction .....	1
Part A – Land Use and Subdivision .....	4
Element 1: Land use zones in Future Urban Area .....	4
Element 2: Subdivision.....	5
3.1 Road network.....	5
3.2 Restrictions on use .....	6
3.3 Public transport.....	7
3.4 Pedestrian and cyclist network .....	8
3.5 Bushfire protection .....	9
3.6 Location of <i>sites</i> for public car parking .....	11
Part B – General Development Controls.....	12
Element 1: Restrictions on use.....	12
1.1 Restriction on the location of a major cinema complex .....	12
Element 2: Building and site controls.....	12
2.1 Height and building envelopes.....	12
Element 3: Built form .....	13
3.1 Building design - general .....	13
3.3 Building adjacent to public transport stations (bus stops) .....	14
Element 4: Parking and site access .....	15
4.1 Development on <i>sites</i> with provision for public car parking.....	15
4.2 Restrictions on driveway access.....	15
Element 5: Amenity .....	16
5.1 Design of Hibberson Street public realm .....	16
5.2 Design of Gungahlin Place public realm.....	16
5.3 Active frontage .....	17
5.4 Landscape .....	18
Part C – Area Specific Controls.....	20
Part C(1) – Precinct 1a – Retail core .....	21
Element 1: Restrictions on use.....	21
1.1 Distribution and coordination of retail .....	21
1.2 Protection of retail expansion opportunities.....	22
Element 2: Building and site controls.....	22
2.1 Building envelope.....	22
2.2 Setbacks .....	25
Element 3: Built form .....	25
3.1 Awnings .....	25
Part C(2) – Precinct 1b – Retail core mixed use .....	26
Element 1: Restrictions on use.....	26
1.1 Retail.....	26
1.2 Serviced <i>apartment</i> and RESIDENTIAL USE .....	26
Element 2: Building and site controls.....	26
2.1 Building envelope and setbacks .....	26
Element 3: Built form .....	26
3.1 Awnings .....	26
Part C(3) – Precinct 2a – Office core .....	28
Element 2: Building and site controls.....	28
2.1 Building envelope and setbacks .....	28
Element 3: Built form .....	28
3.1 Activity and surveillance .....	28
3.2 Location of public entrances .....	28
3.3 Landscape .....	29
Part C(4) – Precinct 2b – Office park.....	30
Element 2: Building and site controls.....	30
2.1 Height.....	30



<b>Element 3: Built form</b>	<b>30</b>
3.1 Activity and surveillance	30
3.2 Location of public entrances	30
<b>Part C(5) – Precinct 3a – Services and Trades</b>	<b>31</b>
<b>Element 2: Building and site controls</b>	<b>31</b>
2.1 Height and setbacks	31
<b>Element 3: Built form</b>	<b>31</b>
3.1 Building design	31
<b>Part C(6) – Precinct 3b – Major Community and Recreation Facilities</b>	<b>32</b>
<b>Element 2: Building and site controls</b>	<b>32</b>
2.1 Height and setbacks	32
<b>Element 3: Built form</b>	<b>32</b>
3.1 Building design	32
<b>Element 5: Amenity</b>	<b>32</b>
5.1 Open space	32
<b>Part C(7) – Precinct 4a – Southern Transition</b>	<b>33</b>
<b>Element 2: Building and site controls</b>	<b>33</b>
2.1 Building envelope	33
2.2 Redevelopment of sections 21 and 22 Gungahlin	33
<b>Element 3: Built form</b>	<b>34</b>
3.1 Building design	34
<b>Part C(8) – Precinct 4b – Northern Transition</b>	<b>36</b>
<b>Element 2: Building and site controls</b>	<b>36</b>
2.1 Building envelope and setbacks	36
<b>Element 3: Built form</b>	<b>36</b>
3.1 Building design	36
3.2 Awnings	36
<b>Appendix A – Road Reservation</b>	<b>37</b>
<b>Appendix B – Definitions of terms used in this code</b>	<b>39</b>

## List of Figures

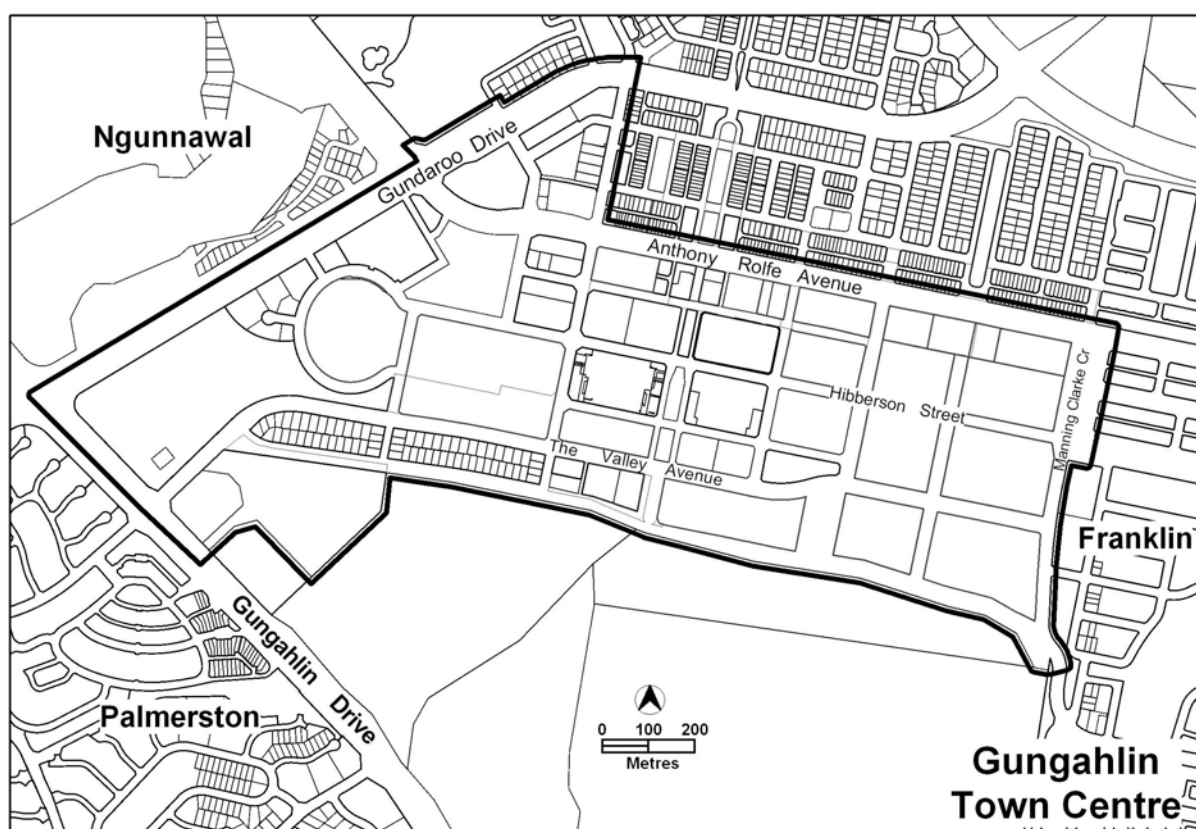
Figure 1	Area covered by this Precinct Code	1
Figure 2	Location of future community facilities	4
Figure 3	Road hierarchy	5
Figure 4	<i>Sites</i> with restrictions on residential use and serviced <i>apartments</i>	6
Figure 5	Public transport stations	7
Figure 6	Trunk walking and cycling network	8
Figure 7	Bushfire protection	10
Figure 8	Location of <i>sites</i> for public car parking	11
Figure 9	Entertainment precinct	12
Figure 10	Restriction on <i>front boundary</i> building height	13
Figure 11	Main pedestrian areas and routes	14
Figure 12	Restriction on driveway access and egress	15
Figure 13	Active frontage requirements	18
Figure 14	Precinct areas within the Gungahlin Town Centre	20
Figure 15	Retail Core area in Precinct 1a	21
Figure 16	Building envelope in Precinct 1a (north of Hibberson Street)	23
Figure 17	Building envelope in Precinct 1a (south of Hibberson Street)	24
Figure 18	Building envelope in Precinct 1b	27
Figure 19	Building envelope in Precinct 2a	29
Figure 20	Building envelopes in Precinct 4a and Precinct 4b	35

# Introduction

**Gungahlin Town Centre** is the major hub for employment, shopping, social activities and public transport particularly serving suburbs within the Gungahlin district. **Gungahlin Town Centre** is bounded on the north-west by Gundaroo Drive, the south-west by Gungahlin Drive, Anthony Rolfe Avenue to the north, Manning Clark Crescent to the east and the Mulanggari Grasslands in the south.

## Application

This **Precinct Code** applies to development on land in Gungahlin Town Centre in the District of Gungahlin as shown in **Figure 1**. This precinct code contains controls that apply to *blocks* in addition to the development and general codes for particular zones in the Territory Plan.



**Figure 1** Area covered by this Precinct Code

**Note:** Requirements for the following zones are also contained in the nominated development codes:

CZ1, CZ2 and CZ3 zones	town centres development code
CZ5 mixed use zone	CZ5 mixed use development code
PRZ1 urban open space zone	parks and recreation zone development code
PRZ2 restricted access recreation zone	parks and recreation zone development code
CFZ Community facility zone	community facility zone development code

## Purpose

The purpose of this Precinct Code is to:

- guide the design and assessment of *estate development plans* (subdivision proposals) in **Gungahlin Town Centre**
- inform the allocation of final zones at the time when a parcel of land ceases to be part of the future urban area following subdivision
- guide the development of individual *blocks* in concert with other relevant codes under the *Territory Plan*
- support zone objectives and assessable uses in the development tables
- guide the development and management of the public realm.

## Structure

This code has three parts

**Part A – Land use and subdivision** contains provisions for Future Urban Area land

**Part B – General controls**

**Part C – Area specific controls**

Generally, each part is divided into one or more elements. Each element has one or more rules, each having an associated criterion (unless the rule is mandatory). A rule provides quantitative, or definitive, controls, while criteria are chiefly qualitative in nature.

In some instances rules are mandatory. Such rules accompanied by the words “This is a mandatory requirement. There is no applicable criterion.” Non-compliance with a mandatory rule will result in the refusal of the development application. Conversely, the words “There is no applicable rule” is found where a criterion only is applicable. Where both rule and criterion apply, compliance with the rule is deemed to satisfy the particular requirement. Provided the relevant criterion can be met, strict compliance with the rule is not required.

## Desired planning outcomes

The intent of the development controls is to:

- (a) provide a mix of land use types and densities
- (b) provide opportunities for people to live, work and recreate
- (c) balance and protect residential amenity with the commercial uses
- (d) provide a safe and vibrant night time economy
- (e) ensure retail activity is well distributed around the retail core and future *sites* are viable through inclusion of an anchor store
- (f) promote social inclusion through providing accessible commercial and community facilities
- (g) provide a structure to the town centre that is robust, while recognising the changing needs of the town centre
- (h) continue the ‘main street’ character to Hibberson Street that promotes quality of public realm and a ‘human scale’ to the built form
- (i) provide public spaces and a street network that promotes pedestrian movement, particularly along Hibberson Street and Gungahlin Place
- (j) provide opportunity for a variety of public transport
- (k) build upon the distinct public domain character and provide opportunity for variety and change in the public realm
- (l) encourage flexibility and innovation in design of the built form and open space
- (m) provide a street network designed for low vehicle speeds and easy pedestrian access.

## Code hierarchy

More than one type of code may apply to a particular development proposal. Occasionally inconsistencies between the provisions arise, particularly where a precinct code seeks to apply special provisions in response to particular local circumstances or planning issues. Where this occurs, a **precinct code** prevails over a **development code** and a **general code**, but only to the extent of the inconsistency.

## Definitions

Defined terms and references to legislation and other documents are italicised.

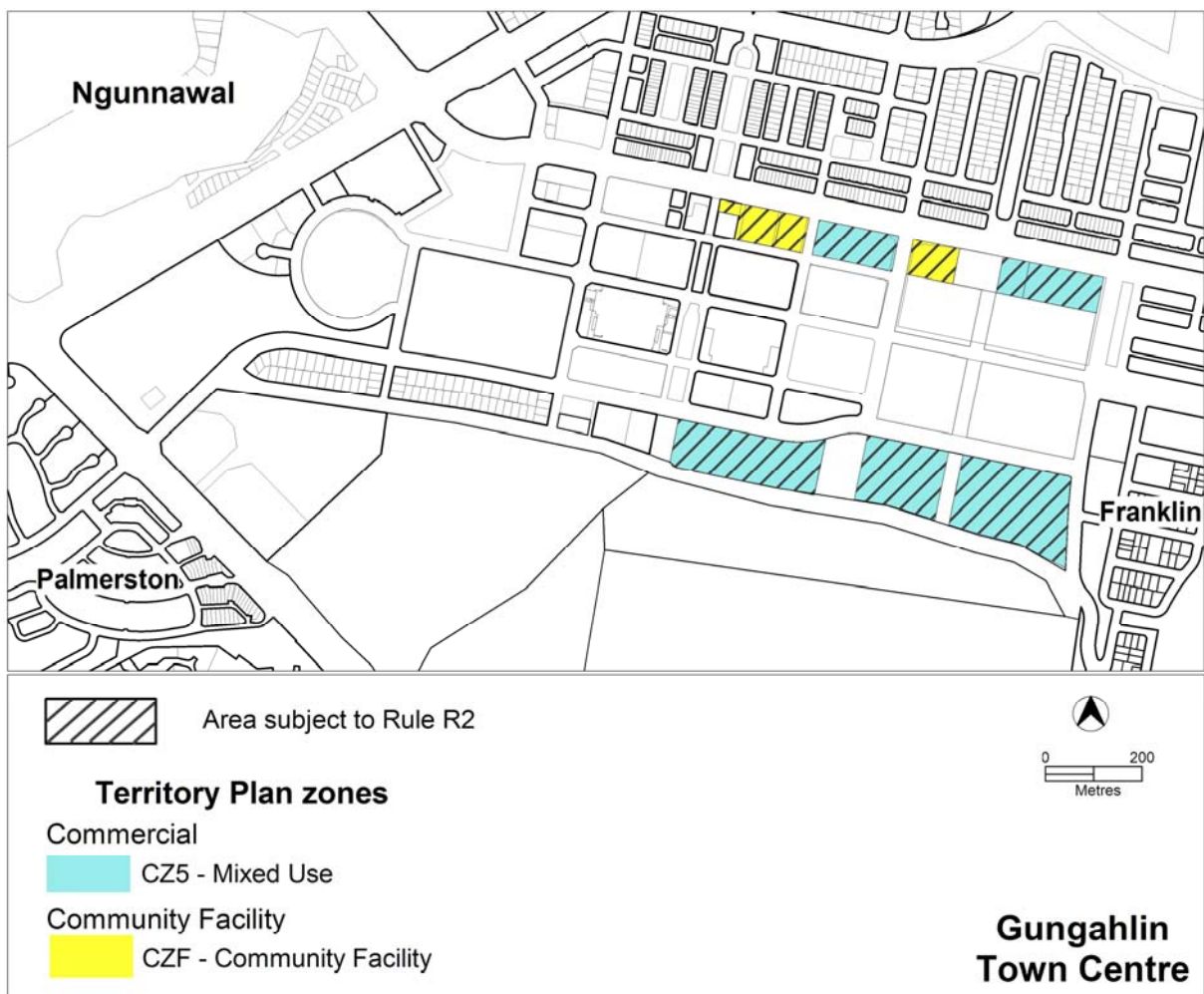
Most terms are defined in the Territory Plan. Additional definitions used in this code are listed in the relevant appendix, or contained within the respective rule.

## Part A – Land Use and Subdivision

This part applies to Future Urban Area land in the town centre. Part B contains general controls that apply to all development within the area subject to this precinct code. Part C contains additional area specific controls.

### Element 1: Land use zones in Future Urban Area

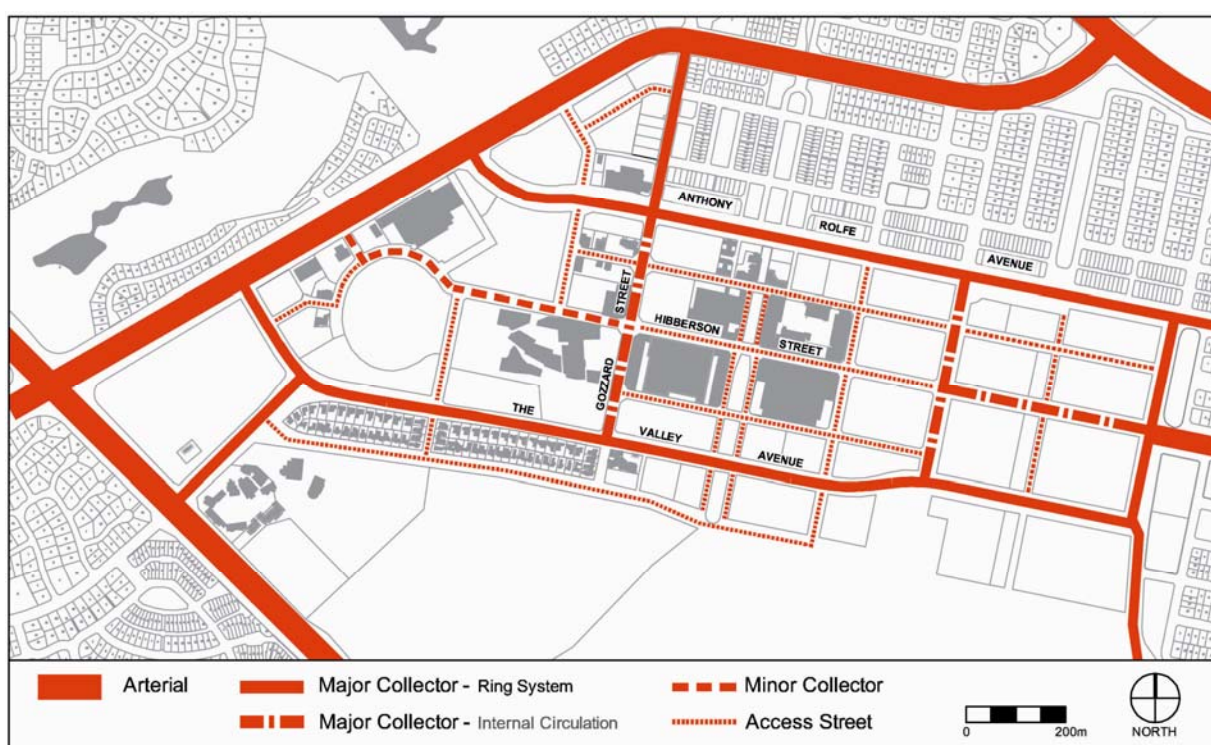
Rules	Criteria
<b>R1</b> Zones are allocated in accordance with the Territory Plan map.	<b>C1</b> For land in a Future Urban Area, the zones identified in the <i>estate development plans</i> are in accordance with the principles and policies set out in the structure plan.
<b>R2</b> A minimum of 6 hectares of land is provided with a community facility zone within the area shown in <b>Figure 2</b> .	This is a mandatory requirement. There is no applicable criterion.



**Figure 2** Location of future community facilities

## Element 2: Subdivision

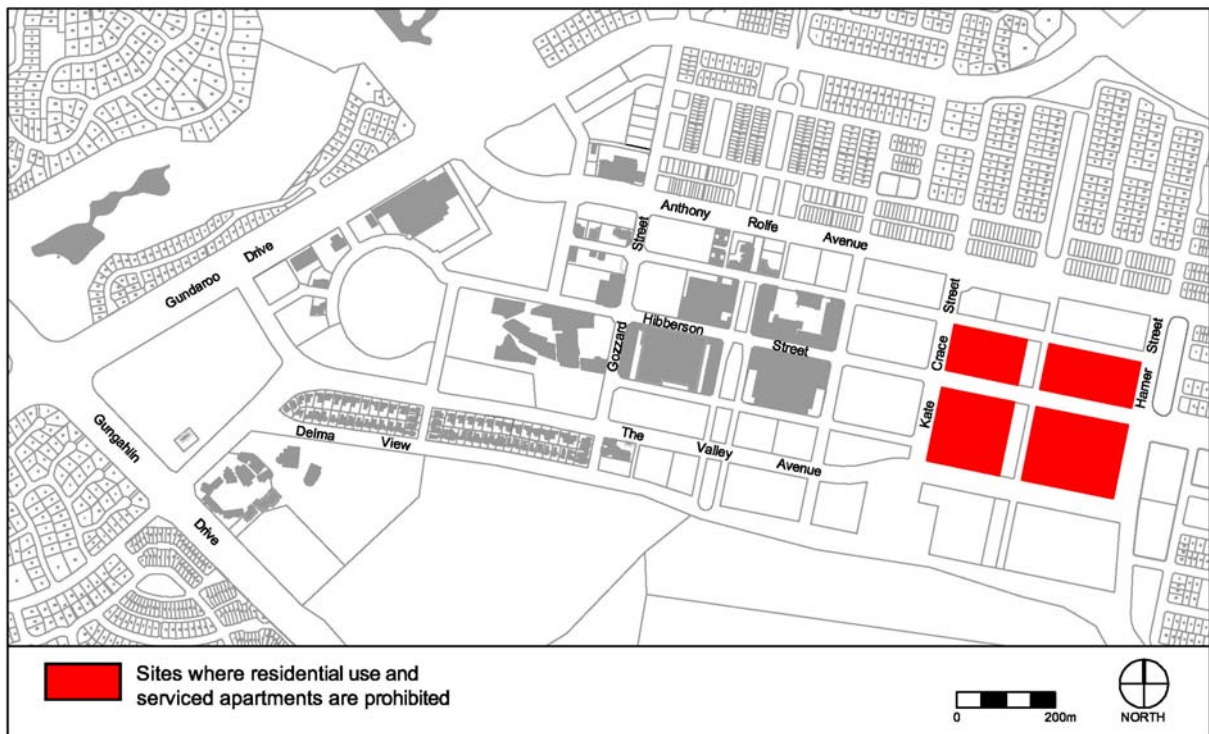
Rules	Criteria
<b>3.1 Road network</b>	
<p>R3</p> <p>The design of each street complies with all of the following:</p> <ul style="list-style-type: none"> <li>a) the road reservations specified in Table 1 and Table 2 in Appendix A</li> <li>b) the road hierarchy shown in <b>Figure 3</b></li> </ul>	<p>C3</p> <p>Street designs are endorsed by TAMS. In making its assessment TAMS will consider whether the proposed street design can achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) street functions and facilities can be provided</li> <li>b) are capable of accommodating traffic growth in the town centre.</li> </ul>



**Figure 3** Road hierarchy



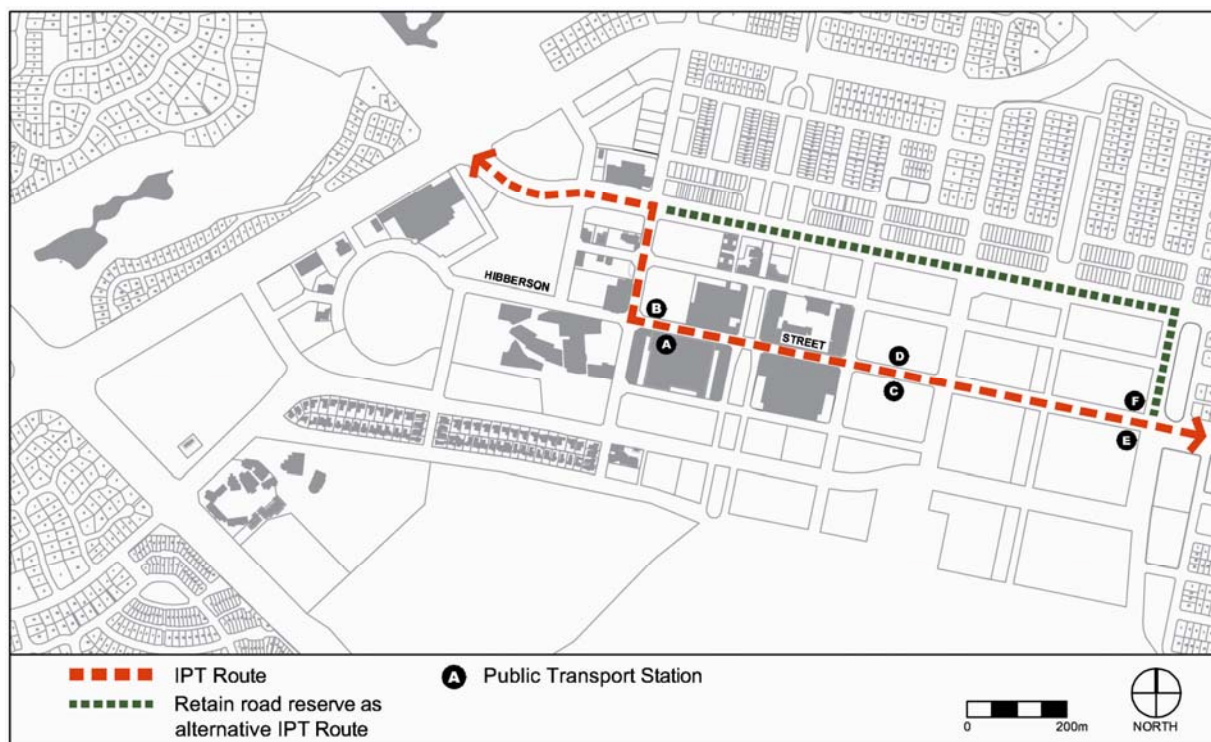
Rules	Criteria
<b>3.2 Restrictions on use</b>	
<p>R4</p> <p>Serviced <i>apartment</i> and RESIDENTIAL USE are not permitted on <i>sites</i> identified in <b>Figure 4</b>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>



**Figure 4** *Sites with restrictions on residential use and serviced apartments.*

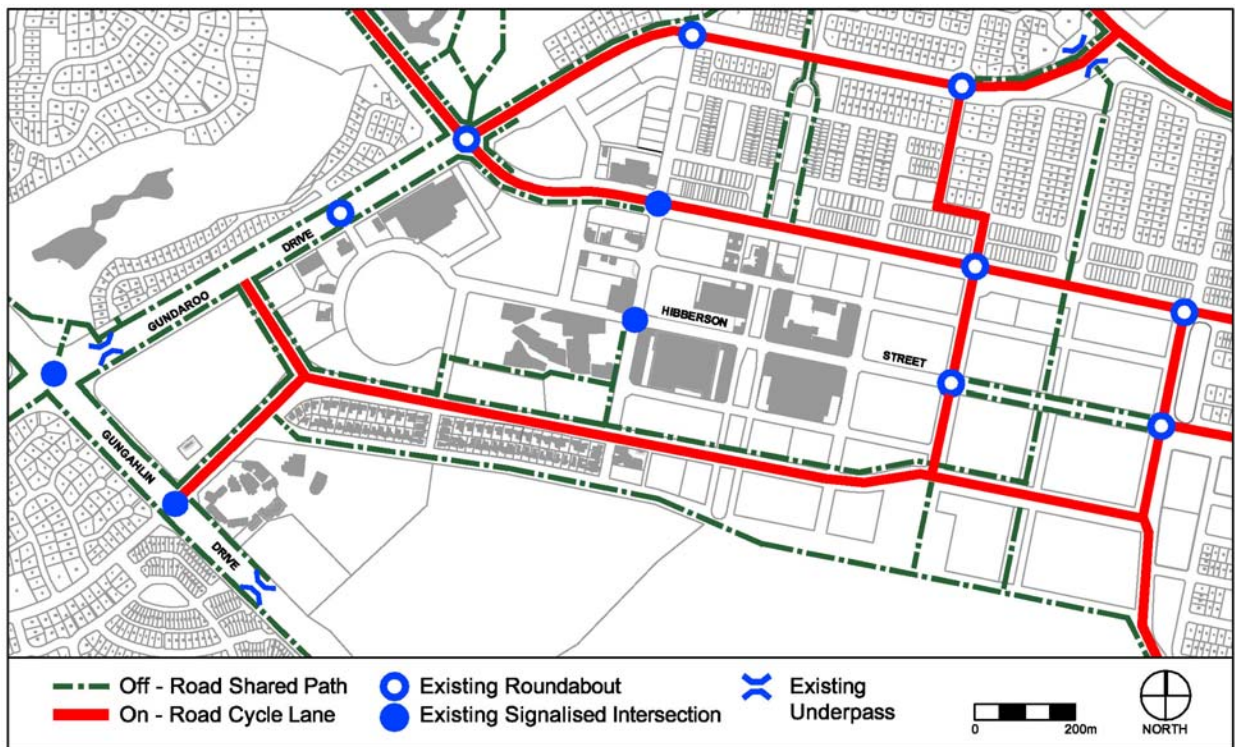


Rules	Criteria
<b>3.3 Public transport</b>	
R5 Hibberson Street provides public transport stops or stations at locations shown in <b>Figure 5</b> .	C5 The location of public transport stops or stations along Hibberson Street is endorsed by TAMS.



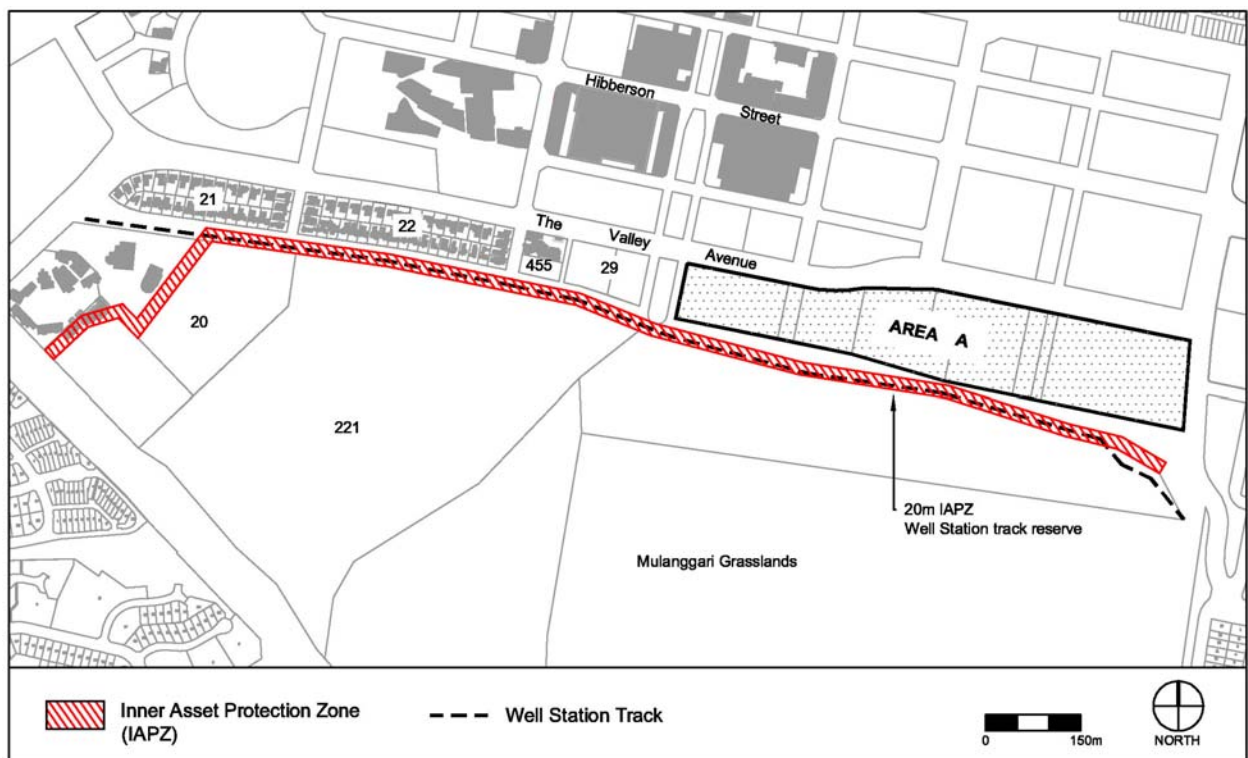
**Figure 5 Public transport stations**

Rules	Criteria
<b>3.4 Pedestrian and cyclist network</b>	
<p>R6</p> <p>Pedestrian and cyclist network is consistent with the trunk walking and cycling network shown in <b>Figure 6</b> and Appendix A.</p>	<p>C6</p> <p>Where the pedestrian and cycle network differs from the network diagram in Figure 6, development of the network meets all of the following:</p> <ul style="list-style-type: none"> <li>a) supports walking and cycling</li> <li>b) provides a high level of accessibility to the existing network</li> <li>c) provides pedestrian and cycle facilities</li> <li>d) is endorsed by TAMS.</li> </ul>



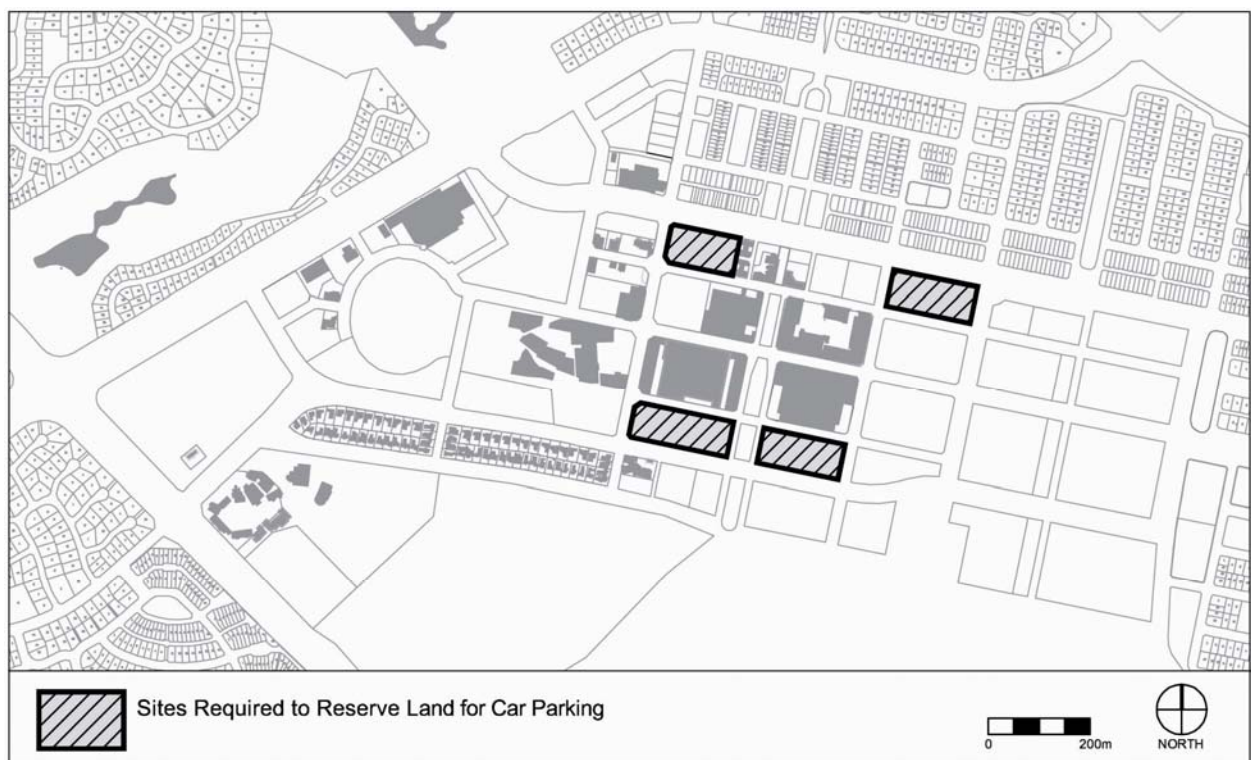
**Figure 6** Trunk walking and cycling network

Rules	Criteria
<b>3.5 Bushfire protection</b>	
<p>R7</p> <p>A bushfire risk assessment plan endorsed by the ACT Emergency Services Agency (ESA) and TAMS is required for any development within or adjacent to the bushfire prone area identified in <b>Figure 7</b> as a 20m wide Inner Asset Protection Zone (IAPZ) within the Well Station Track reserve. The plan must not impose any bushfire management strategies within Mulanggari Grasslands. The bushfire management strategies identified in the bushfire risk management plan must be consistent with the standards specified in the Strategic Bushfire Management Plan (SBMP).</p> <p>Development in Area A complies with all of the following (see <b>Figure 7</b>)</p> <ul style="list-style-type: none"> <li>a) Any development in <b>Area A</b> complies with <i>Planning for Bushfire Risk Mitigation General Code</i></li> <li>b) A perimeter road is to be provided along the southern edge of Area A. All roads constructed within this area need to comply with ACT Fire Brigade standards</li> <li>c) Well Station Track is to be maintained as a fire trail and provide access gates from the perimeter road. Fencing between Well Station Track and Mulanggari Grassland is to comply with <i>Planning for Bushfire Risk Mitigation General Code</i> and be endorsed by the relevant land manager</li> <li>d) Hydrants are to be provided along the perimeter road to the satisfaction of ACT ESA</li> <li>e) Open space adjacent to the bushfire interface area within the town centre is maintained in accordance with the Strategic Bushfire Management Plan.</li> </ul>	<p>C7</p> <p>Development within or adjacent to the bushfire prone area identified in <b>Figure 7</b> is endorsed by ESA, TAMS and any other relevant Government agencies. Development within this area must not impose any bushfire management strategies within Mulanggari Grasslands. If the proposed bushfire management strategies do not meet the standards specified in the Strategic Bushfire Management Plan, justification is required for any differences (for instance, reduced risk or alternative but equivalent strategy). In making its assessment ESA, TAMS and any other relevant Government agencies will consider all of the following:</p> <ul style="list-style-type: none"> <li>a) vegetation types and management</li> <li>b) access for emergency vehicles</li> <li>c) management objectives and values on the land to be effected by the proposed bushfire management strategies.</li> </ul>



**Figure 7 Bushfire protection**

Rules	Criteria
<b>3.6 Location of <i>sites</i> for public car parking</b>	
There is no applicable rule.	<p>C8</p> <p>Allocation of <i>sites</i> identified in <b>Figure 8</b> for uses other than car parking may be considered where the development meets one or more of the following:</p> <ul style="list-style-type: none"> <li>a) there is sufficient public car parking for the needs of the town centre as a whole for the long term (i.e. the <i>site</i> is surplus to requirements) based on the provision rates under the <i>Parking and Vehicular Access General Code</i></li> <li>b) the development accommodates any additional demand for onsite car parking that is generated by the development AND makes a substantial contribution to the long-term parking supply for the town centre as a whole as endorsed by TAMS.</li> </ul>



**Figure 8** Location of *sites* for public car parking



## Part B – General Development Controls

This part contains general controls that are applicable to all development subject to this precinct code. Part C, which contains additional area-specific controls, also applies.

### Element 1: Restrictions on use

Rules	Criteria
<b>1.1 Restriction on the location of a major cinema complex</b>	
<p><b>R9</b></p> <p>In Gungahlin Town Centre, a cinema complex with more than 3 screens may only be permitted in the area outlined in <b>Figure 9</b>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

**Figure 9** Entertainment precinct

### Element 2: Building and site controls

<b>2.1 Height and building envelopes</b>	
<p><b>R10</b></p> <p>Maximum <i>height of buildings</i> measured at the <i>front boundary</i> (street wall) is 18m or 10m above the <i>datum ground level</i> at the locations shown in <b>Figure 10</b>.</p> <p><b>Note:</b> Building heights to the middle of the block may be higher consistent with building envelopes in Part C.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p><b>R11</b></p> <p>Minimum <i>height of buildings</i> is two (2) <i>storeys</i> however uses such as service stations or ancillary structures may be one (1) <i>storey</i>.</p>	<p><b>C11</b></p> <p>Buildings achieve a compact urban form and are consistent with the desired planning outcomes described in the introduction of this document.</p>



**Figure 10** Restriction on *front boundary* building height

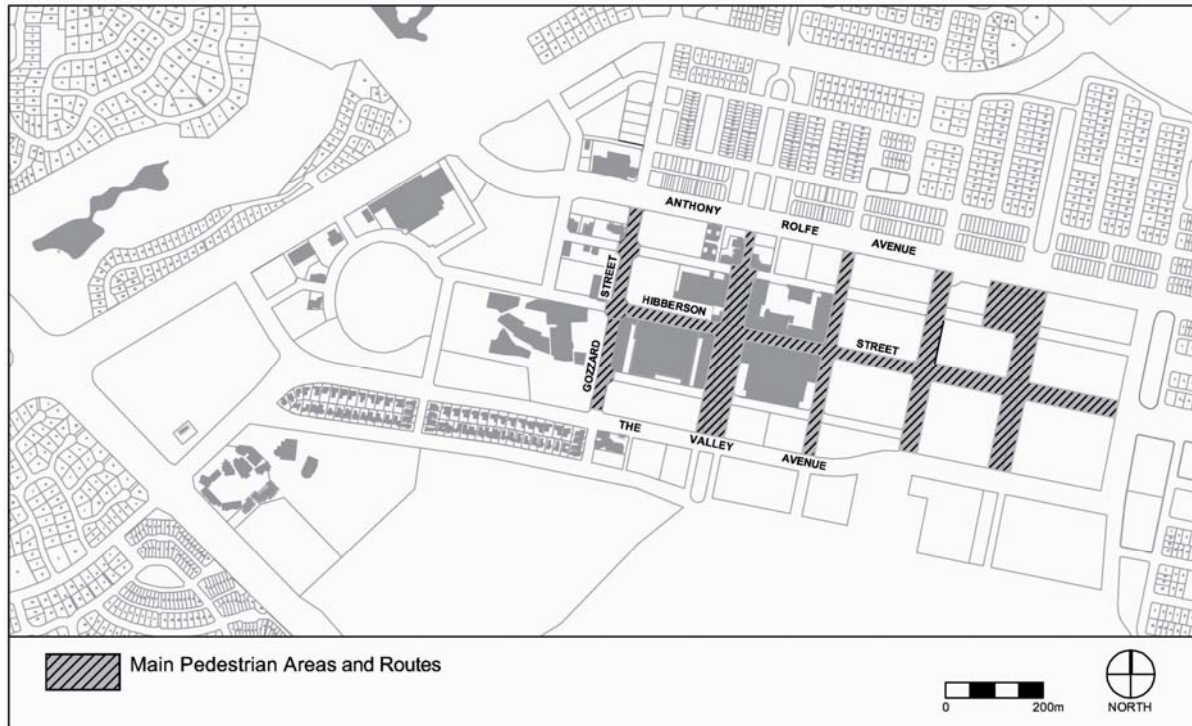
Rules	Criteria
<p>R12</p> <p>All building elements, including lift overruns and rooftop plant are contained within the building envelope controls shown in Part C Area Specific Controls.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

### Element 3: Built form

3.1 Building design - general	
<p>There is no applicable rule.</p>	<p>C13</p> <p>Development complies with all of the following:</p> <ul style="list-style-type: none"> <li>a) contributes to the desired planning outcomes of the town centre as described in Introduction of this document</li> <li>b) corner buildings contain focal points providing architectural interest and variety to the building design</li> <li>c) entrances to common lobbies for residential use provide strong visual connection to the street and ensure a high level of surveillance</li> <li>d) buildings incorporate sun shading to reduce summer sun into the building interior</li> <li>e) car parking structures are designed to integrate with the built form of adjoining development.</li> </ul>



Rules	Criteria
<p>R14</p> <p>The minimum ground floor level floor to ceiling height is 3.6m.</p>	<p>C14</p> <p>Ground floor level of a building is adaptable for shops and services trades uses.</p>

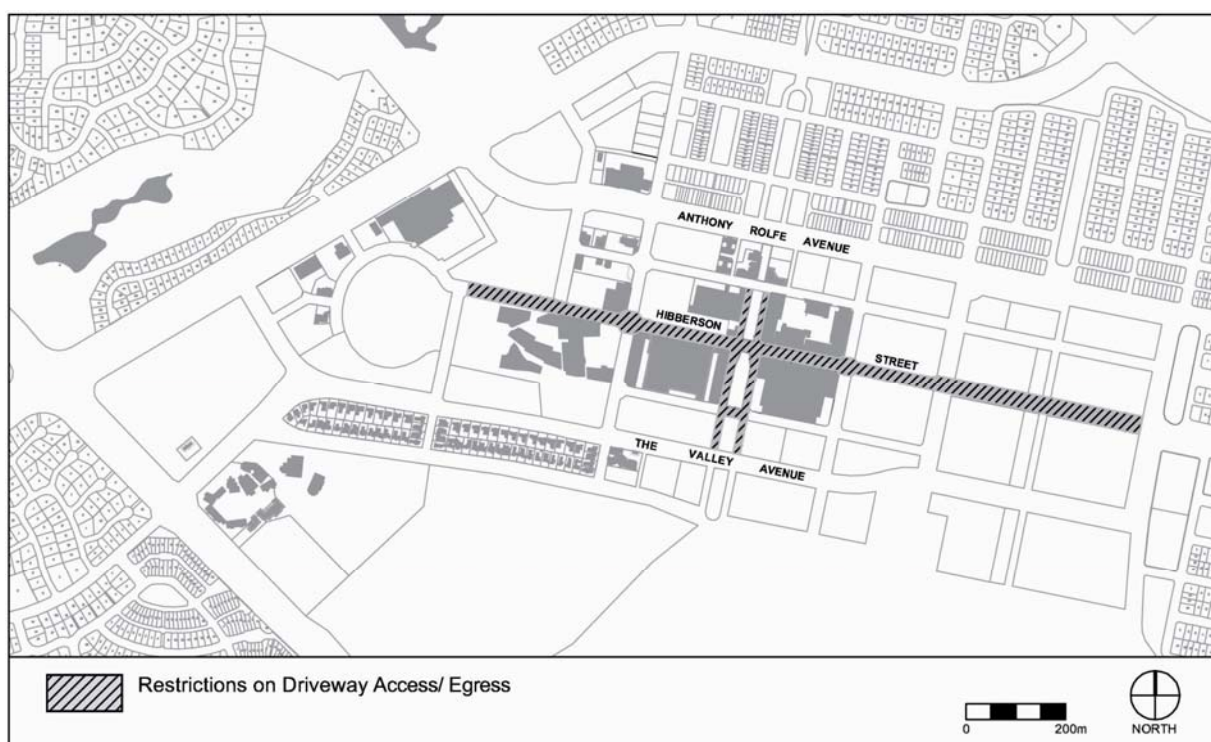


**Figure 11** Main pedestrian areas and routes

3.3 Building adjacent to public transport stations (bus stops)	
<p>R15</p> <p>New buildings adjacent to a (current or future) public transport station shown in <b>Figure 5</b> include all of the following:</p> <ul style="list-style-type: none"> <li>a) bus stations A and B: an area (e.g. retail floorspace) that can be converted to meet the requirements set out in b) and c)</li> <li>b) public transport stations C, D, E and F: an indoor bus lounge with seating for a minimum of 20 passengers that is publicly accessible</li> <li>c) public transport stations C, D, E and F: a public entrance of the building to be located minimum 30 metres to the public transport station (bus stop).</li> </ul>	<p>C15</p> <p>New buildings adjacent to a (current or future) public transport station shown in <b>Figure 5</b> are designed to encourage public transport use, such as locating a major public entrance of the development beside the public transport station.</p>

## Element 4: Parking and site access

Rules	Criteria
<b>4.1 Development on <i>sites</i> with provision for public car parking</b>	
<p>R16</p> <p>Development on <i>sites</i> identified in <b>Figure 8</b> complies with all of the following:</p> <ul style="list-style-type: none"> <li>a) provides the equivalent number of car parking spaces that would be available from the use of the land as a surface car park</li> <li>b) accommodates onsite any additional demand for car parking that is generated by the development</li> <li>c) ensures that car parking remains available for public access</li> <li>d) complies with the <i>Parking and Vehicular Access General Code</i>.</li> </ul>	<p>C16</p> <p>Development on <i>sites</i> identified in <b>Figure 8</b> may be considered where one of the following is met:</p> <ul style="list-style-type: none"> <li>a) there is sufficient public car parking for the needs of the town centre as a whole for the long term (i.e. the <i>site</i> is surplus to requirements) based on the provision rates under the <i>Parking and Vehicular Access General Code</i></li> <li>b) the development includes any additional parking provision requirements (under the <i>Parking and Vehicular Access General Code</i>) for the development AND makes a substantial contribution to the long term public parking supply for the whole town centre endorsed by TAMS.</li> </ul>
<b>4.2 Restrictions on driveway access</b>	
<p>R17</p> <p>Driveway access or egress to Hibberson Street, Flemington Road and Gungahlin Place is not permitted, other than for ceremonial and visitor access, in the areas shown in <b>Figure 12</b>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

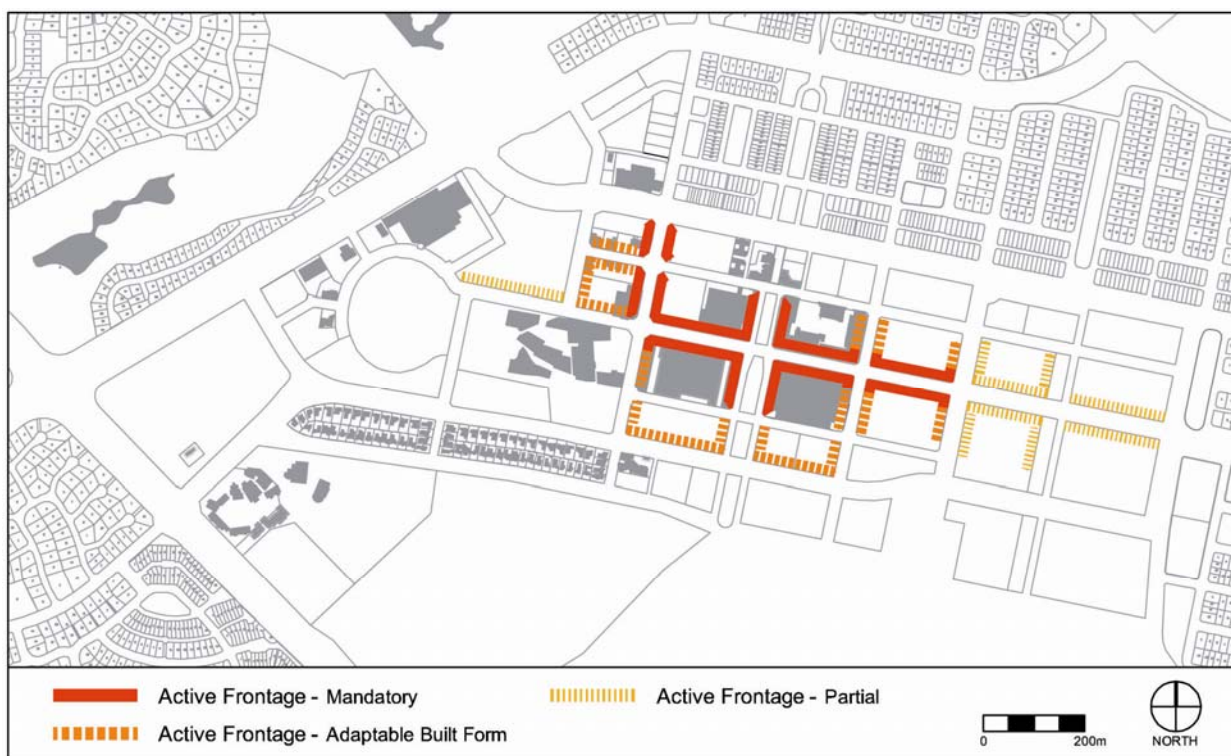


**Figure 12** Restriction on driveway access and egress

## Element 5: Amenity

Rules	Criteria
<b>5.1 Design of Hibberson Street public realm</b>	
There is no applicable rule.	<p>C18</p> <p>To ensure Hibberson Street and Gungahlin Place facilitate the retail functions of the town centre, the design of Hibberson Street between Gozzard Street and Kate Crace Street has all of the following characteristics:</p> <ul style="list-style-type: none"> <li>a) provides convenient pedestrian access along both sides of Hibberson Street verges to promote an accessible and safe environment for active shop fronts</li> <li>b) provides convenient and safe pedestrian access across Hibberson Street at appropriate locations between the adjacent retailing</li> <li>c) provides direct and visible pedestrian access to public transport facilities along Hibberson Street.</li> </ul>
<b>5.2 Design of Gungahlin Place public realm</b>	
There is no applicable rule.	<p>C19</p> <p>To ensure Hibberson Street and Gungahlin Place facilitate the retail functions of the town centre, the design of Gungahlin Place between Ernest Cavanagh Street and The Valley Avenue has all of the following characteristics:</p> <ul style="list-style-type: none"> <li>a) provide direct and convenient east-west and north-south pedestrian access in Gungahlin Place between adjacent retailing and community amenities</li> <li>b) provide pedestrian access along both verges within Gungahlin Place to promote an accessible and safe environment for active shop fronts</li> <li>c) provide open space in Gungahlin Place that allows for outdoor seating areas and promotes uses such as community events, markets, cafes and kiosks</li> <li>d) provide unobtrusive weather protection and high quality landscaping within Gungahlin Place that is consistent with the surrounding character and use of Gungahlin Place.</li> </ul>

Rules	Criteria
<b>5.3 Active frontage</b>	
<p>R20</p> <p>For building frontages shown as “Active Frontage - Mandatory” in <b>Figure 13</b> building design is to comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) buildings fronting streets and/or public open spaces incorporate display windows and shop fronts at the ground floor level</li> <li>b) buildings incorporate direct pedestrian access at grade with the verge level for access and egress for persons with disabilities</li> <li>c) buildings incorporate a minimum of two shopfronts and entrances per frontage.</li> </ul>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R21</p> <p>For building frontages shown as “Active Frontage – Adaptable Built Form” in <b>Figure 13</b> building design is to comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) buildings fronting streets and/or public open spaces incorporate display windows and shop fronts at the ground floor level</li> <li>b) direct pedestrian access at grade with the verge level is to be provided for access and egress for persons with disabilities.</li> </ul>	<p>C21</p> <p>Buildings fronting streets at ground floor level are to meet all of the following:</p> <ul style="list-style-type: none"> <li>a) be adaptable for shops</li> <li>b) provide direct pedestrian access at street level.</li> </ul>
<p>R22</p> <p>For building frontages shown as “Partial Active Frontage” in <b>Figure 13</b>, no less than 20% of each development frontage to the street or public open space incorporates display windows and/ or shop fronts with pedestrian access at ground floor level.</p>	<p>C22</p> <p>Each street frontage of a development can be adapted to incorporate active frontages with direct pedestrian access.</p>
<p>There is no applicable rule.</p>	<p>C23</p> <p>Extensive lengths of blank facades, open structured carparks, loading docks and substations are not located along main pedestrian areas and routes identified in <b>Figure 11</b>.</p>



**Figure 13 Active frontage requirements**

Rules	Criteria
<b>5.4 Landscape</b>	
There is no applicable rule.	<p>C24</p> <p>Landscaping associated with the development meets all of the following:</p> <ul style="list-style-type: none"> <li>a) <i>site</i> attributes, including <i>streetscapes</i> and landscapes of documented heritage significance</li> <li>b) use of vegetation types and landscaping styles which complement the <i>streetscape</i> character and integrate with Gungahlin Place, linear parks, public spaces, reserves and public transport corridors</li> <li>c) contributes to energy efficiency and amenity of public space by providing substantial shade in summer, especially to west-facing windows and open car park areas, and admitting winter sunlight to outdoor and indoor spaces</li> <li>d) satisfies utility maintenance requirements and minimises the visual impact and risk of damage to aboveground and underground utilities</li> <li>e) does not obscure or obstruct sightlines to building entries, paths and driveways to reduce the actual or perceived personal safety and security</li> <li>f) tree planting in and around car parks to provide shade and soften the visual impact of parking areas</li> </ul>

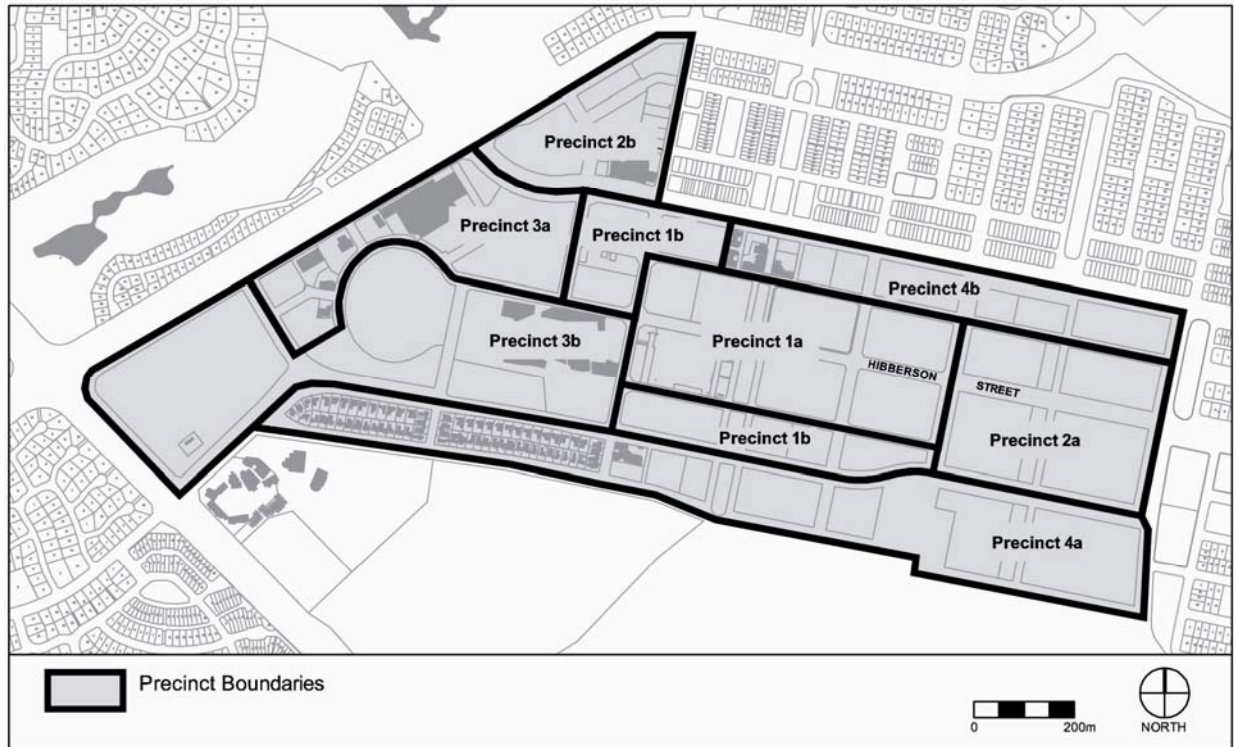
Rules	Criteria
	<p>g) Water Sensitive Urban Design (WSUD) principles are applied to all landscape treatments within the town centre</p> <p>h) Drought tolerant plant species are selected for the public and private realm that contributes to a high quality landscape character.</p>



## Part C – Area Specific Controls

This part contains rules and criteria additional to those in part B. The controls apply to development within the selected areas in the Gungahlin Town Centre (see **Figure 14**).

To remove any doubt, the provisions in this part apply to development in the precincts. Where there is any consistency between parts B and C, the latter shall prevail to the extent of any consistency.



**Figure 14** Precinct areas within the Gungahlin Town Centre

Gungahlin Town Centre has several precincts as the following:

Precinct 1a – Retail Core

Precinct 1b – Retail Core Mixed Use

Precinct 2a – Office Core

Precinct 2b – Office Park

Precinct 3a – Services and Trades

Precinct 3b – Major Community and Recreation Facilities

Precinct 4a – Southern Transition

Precinct 4b – Northern Transition



## Part C(1) – Precinct 1a – Retail core

### Element 1: Restrictions on use

Rules	Criteria
<b>1.1 Distribution and coordination of retail</b>	
There is no applicable rule.	<p>C25</p> <p>Major public entrances to retail centres comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) are visible from the major public entrances of adjacent retail centres</li> <li>b) provide convenient pedestrian access from the major public entrances of adjacent retail centres.</li> </ul>
<p>R26</p> <p>Development of a second <i>large retail anchor</i> in any section shown in <b>Figure 15</b> is only permissible after each section contains one <i>large retail anchor</i>.</p>	This is a mandatory requirement. There is no applicable criterion.
<p>R27</p> <p>Before a second <i>large retail anchor</i> may be developed on any of the six sections identified in <b>Figure 15</b>, one <i>large retail anchor</i> must be developed on each of the six sections identified <b>Figure 15</b>.</p>	This is a mandatory requirement. There is no applicable criterion.



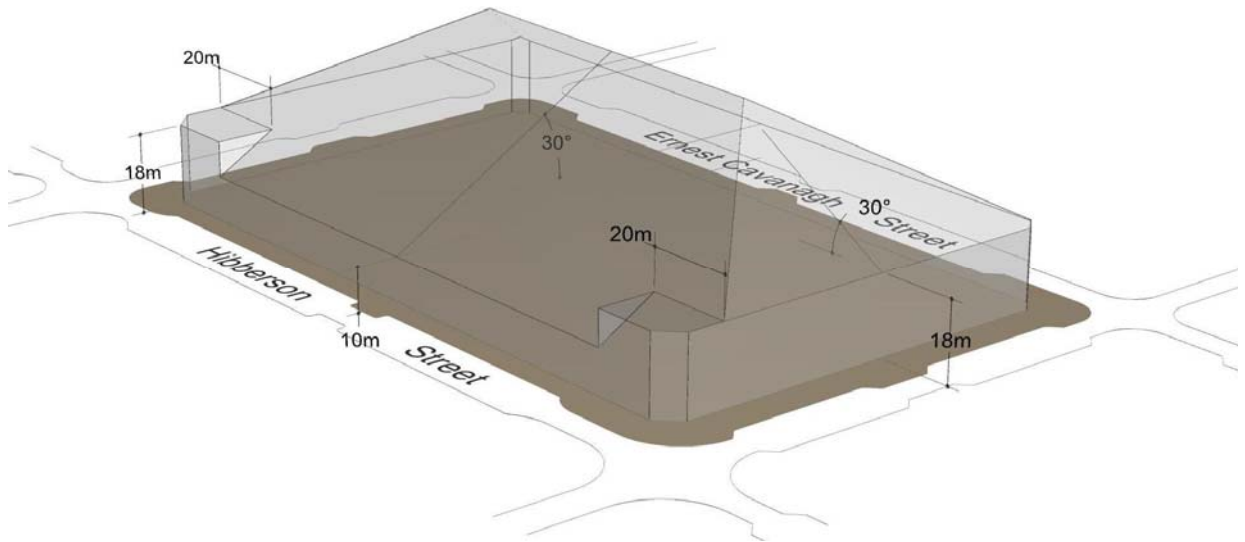
**Figure 15** Retail Core area in Precinct 1a

Rules	Criteria
<b>1.2 Protection of retail expansion opportunities</b>	
<p>R28</p> <p>All of the following restrictions are met:</p> <p>a) The ground floor of buildings include one or more of the following uses:</p> <p><i>Business agency</i></p> <p><i>Club</i></p> <p><i>Drink establishment</i></p> <p><i>Financial establishment</i></p> <p><i>Health facility</i></p> <p><i>Indoor entertainment facility</i></p> <p><i>Public agency</i></p> <p><i>Public transport facility</i></p> <p><i>Restaurant</i></p> <p><i>SHOP.</i></p> <p>b) The first floor of buildings include one or more of the following uses:</p> <p><i>Car park</i></p> <p><i>Club</i></p> <p><i>Drink establishment</i></p> <p><i>Health facility</i></p> <p><i>Indoor entertainment facility</i></p> <p><i>Indoor recreation facility</i></p> <p><i>NON-RETAIL COMMERCIAL USE</i></p> <p><i>Restaurant</i></p> <p><i>SHOP.</i></p>	<p>C28</p> <p>The design of the ground and first floors of the development can be converted to a shop, services or entertainment activities in future.</p>

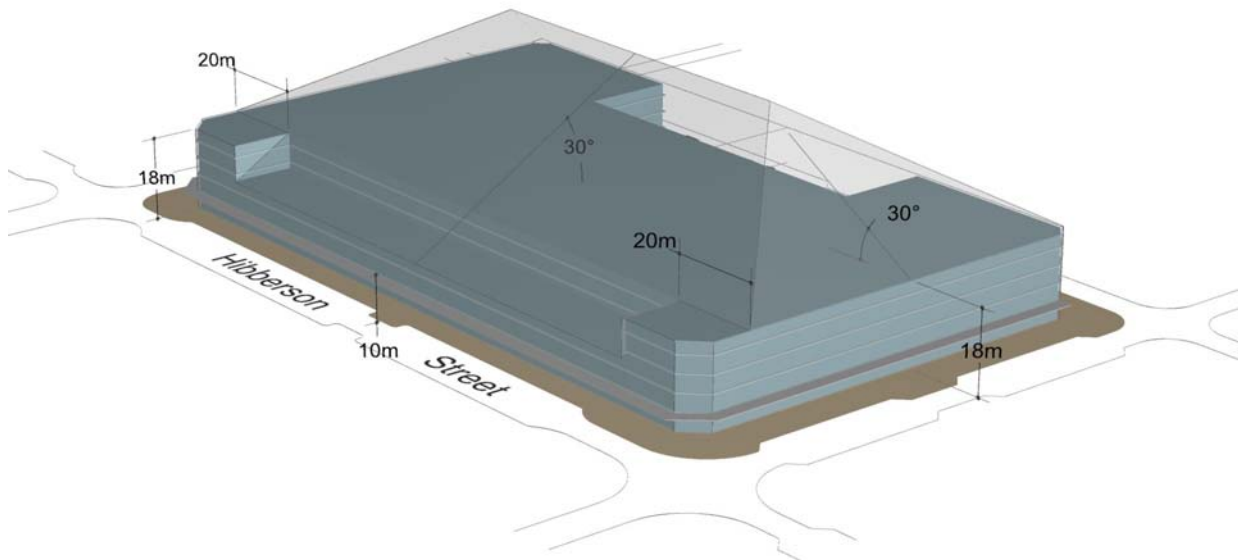
## Element 2: Building and site controls

<b>2.1 Building envelope</b>	
<p>R29</p> <p>All building elements, including lift overruns and roof top plant are contained within the building envelope controls shown in <b>Figure 16</b> for <i>sites north of Hibberson Street</i> and <b>Figure 17</b> for <i>sites south of Hibberson Street</i>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

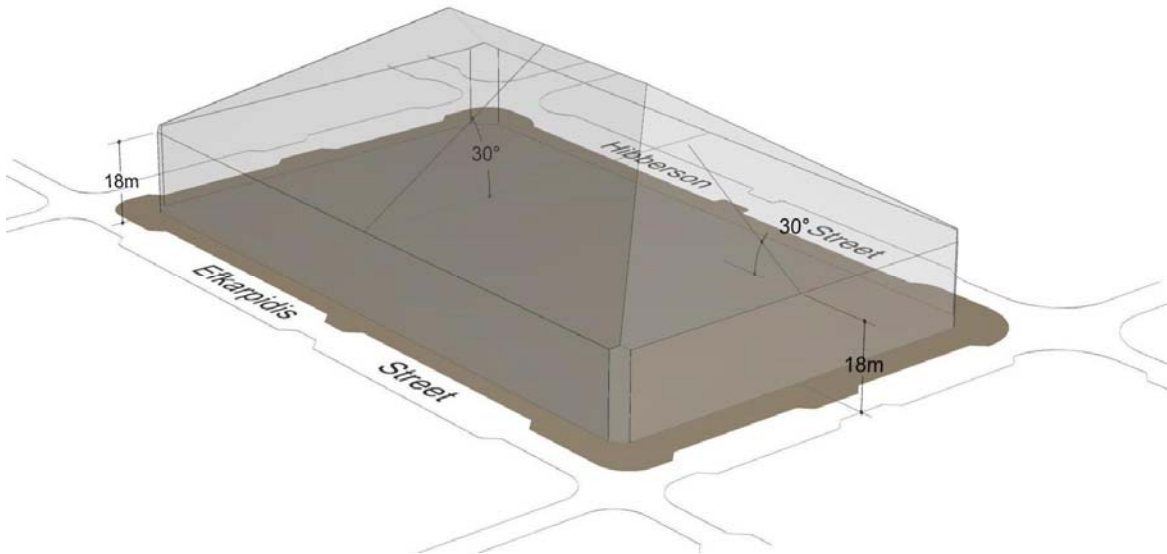
**Figure 16** Building envelope in Precinct 1a (north of Hibberson Street)



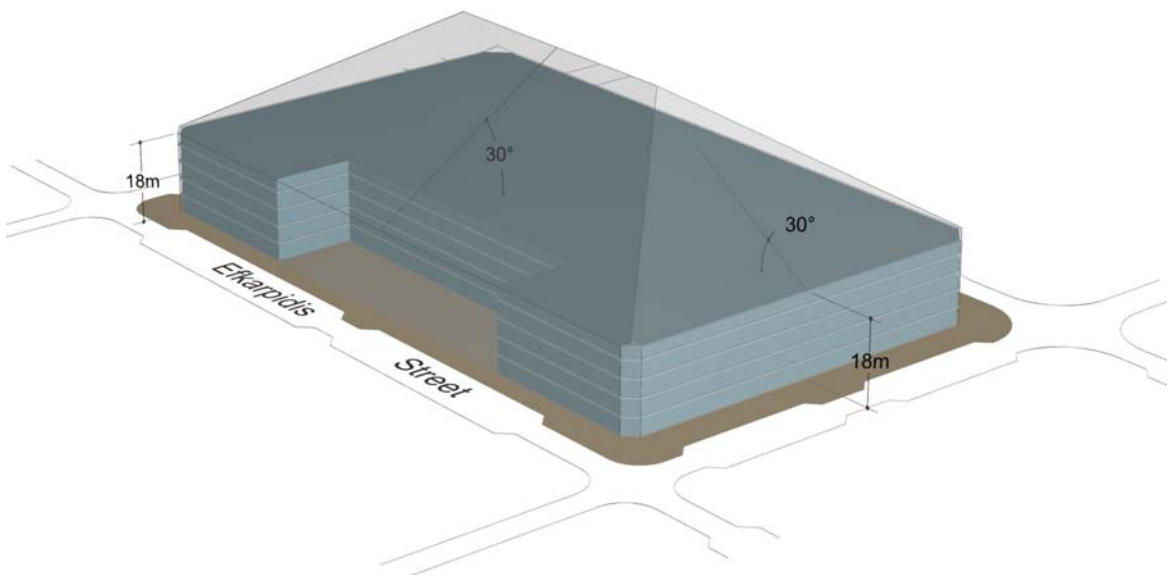
**Note:** This illustration shows a potential built form within the building envelope



**Figure 17** Building envelope in Precinct 1a (south of Hibberson Street)



**Note:** This illustration shows a potential built form within the building envelope



Rules	Criteria
<b>2.2 Setbacks</b>	
<p>R30</p> <p>Buildings are joined at party walls and built to the front property boundary.</p>	<p>C30</p> <p>Minor setbacks in building alignment may be permitted to provide small spaces for active uses along main pedestrian areas and routes identified in <b>Figure 11</b>.</p>

### Element 3: Built form

<b>3.1 Awnings</b>	
<p>R31</p> <p>Buildings must incorporate awnings that comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) cantilevered awnings for the full extent of the building frontage along main pedestrian areas and routes (<b>Figure 11</b>)</li> <li>b) awnings are to be a minimum of 3m in cantilever width</li> <li>c) awnings are to be a minimum height of 3m above finished pavement or ground level of the verge</li> <li>d) awnings are to be integrated into the building design at the first floor level.</li> </ul>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

## Part C(2) – Precinct 1b – Retail core mixed use

### Element 1: Restrictions on use

Rules	Criteria
<b>1.1 Retail</b>	
<p><b>R32</b></p> <p>Until each of the six sections in Precinct 1a (refer <b>Figure 15</b>) contains one <i>large retail anchor</i>, the following uses are restricted to a maximum of 200m<sup>2</sup> <i>Gross Floor Area</i> per shop in Precinct 1b:</p> <ul style="list-style-type: none"> <li><i>Department Store</i></li> <li><i>Discount Department Store</i></li> <li><i>Supermarket</i></li> <li><i>SHOP</i> selling food</li> </ul> <p><b>Note:</b> This rule restricts the size of the listed developments until the retail core area is developed.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>1.2 Serviced <i>apartment</i> and RESIDENTIAL USE</b>	
<p><b>R33</b></p> <p>The following uses are not permitted on the ground and first floors of buildings in Precinct 1b:</p> <ul style="list-style-type: none"> <li><i>Serviced apartment</i></li> <li><i>RESIDENTIAL USE</i></li> </ul>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

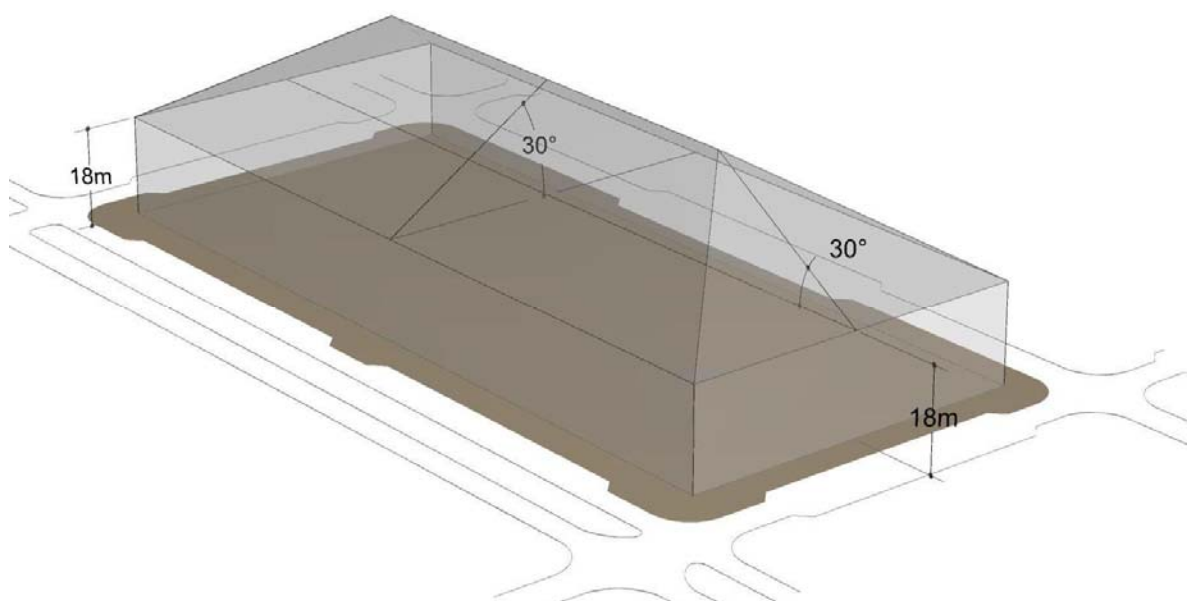
### Element 2: Building and site controls

<b>2.1 Building envelope and setbacks</b>	
<p><b>R34</b></p> <p>All building elements, including lift overruns and roof top plant are contained within the building envelope controls shown in <b>Figure 18</b>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p><b>R35</b></p> <p>Buildings are joined at party walls and built to the front property boundary.</p>	<p><b>C35</b></p> <p>Minor setbacks in building alignment may be permitted to provide small spaces for active uses along main pedestrian areas and routes identified in <b>Figure 11</b>.</p>

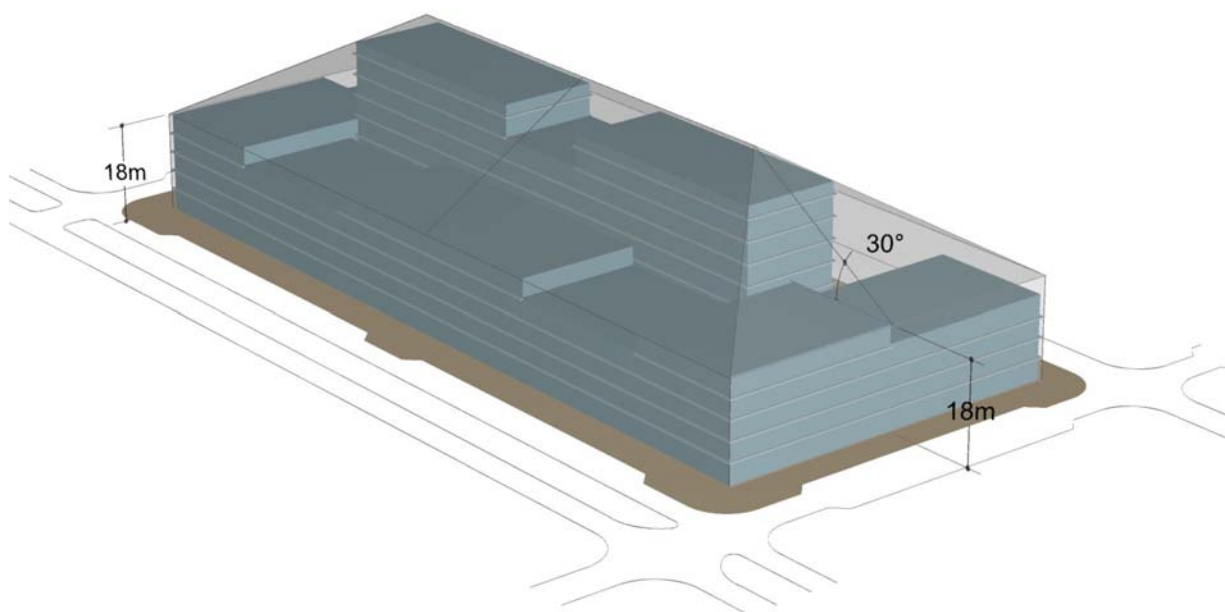
### Element 3: Built form

<b>3.1 Awnings</b>	
<p><b>R36</b></p> <p>Buildings must incorporate awnings that comply with all of the following:</p> <ol style="list-style-type: none"> <li>a) cantilevered awnings for the full extent of the building frontage along main pedestrian areas and routes (<b>Figure 11</b>)</li> <li>b) awnings are to be a minimum of 3m in cantilever width</li> <li>c) awnings are to be a minimum height of 3m above finished pavement or ground level of the verge</li> <li>d) awnings are to be integrated into the building design at the first floor level.</li> </ol>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

**Figure 18**      **Building envelope in Precinct 1b**



**Note:** This illustration shows a potential built form within the building envelope





## Part C(3) – Precinct 2a – Office core

### Element 2: Building and site controls

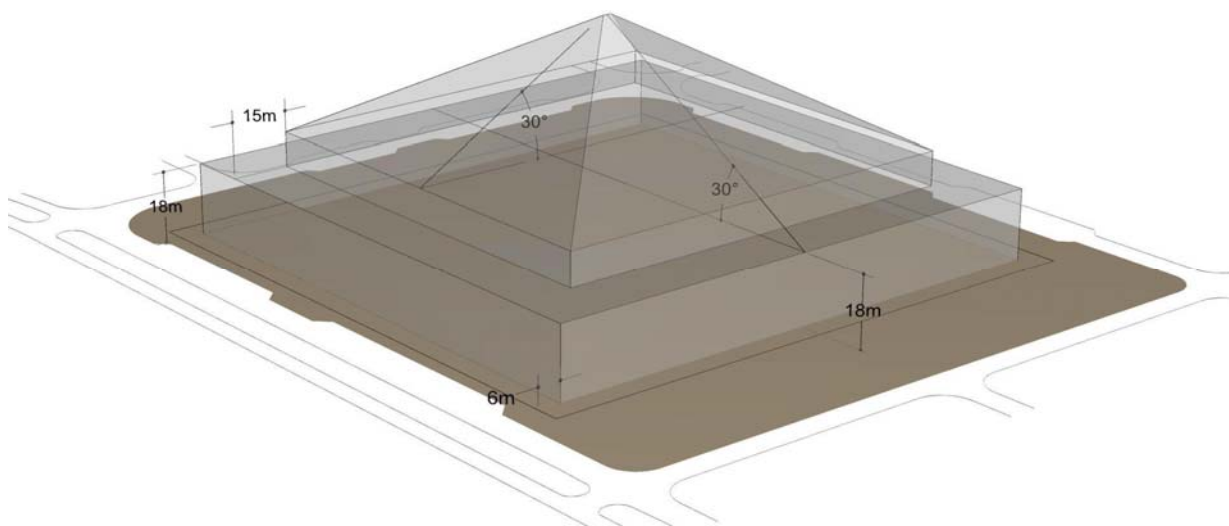
Rules	Criteria
<b>2.1 Building envelope and setbacks</b>	
<b>R37</b> All building elements, including lift overruns and roof top plant are contained within the building envelope illustrated in <b>Figure 19</b> .	This is a mandatory requirement. There is no applicable criterion.
<b>R38</b> Minimum 6m front boundary setback is required as illustrated in <b>Figure 19</b> .	This is a mandatory requirement. There is no applicable criterion.

### Element 3: Built form

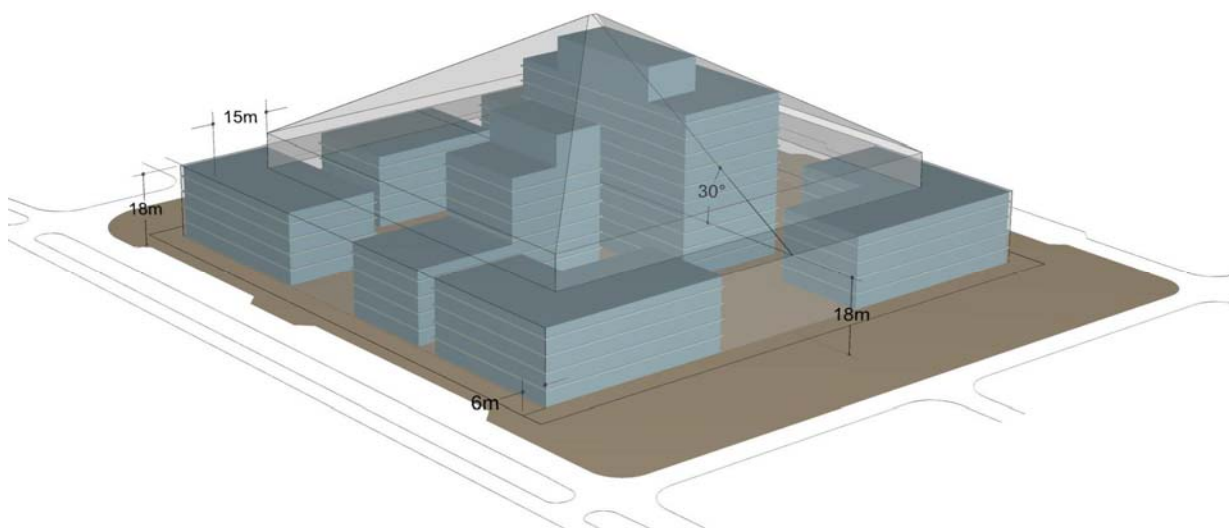
<b>3.1 Activity and surveillance</b>	
<b>R39</b> A minimum of one of the following uses is provided at the ground floor level adjacent to the street or main building entry for buildings of 2,000m <sup>2</sup> or greater: <i>Business agency</i> <i>Drink establishment</i> <i>Health facility</i> <i>Public agency</i> <i>Restaurant</i> <i>SHOP</i> to a maximum GFA of 200m <sup>2</sup> .	<b>C39</b> Buildings facing main pedestrian areas and routes identified in <b>Figure 11</b> incorporate uses that generate activity in the public space.
<b>3.2 Location of public entrances</b>	
There is no applicable rule.	<b>C40</b> To provide public entrances that are easily identifiable and convenient, the development is to address all of the following: a) entrances to commercial and other uses provide a strong visual connection to the street b) the main building entrance relates to the overall bulk and scale of the building to emphasise the entrance to main lobby or foyer c) provide articulated building entrance to the street and/ or public space that is at grade with the adjoining verge or finished <i>site</i> levels.

3.3 Landscape	
<p>There is no applicable rule.</p>	<p>C41</p> <p>Provide a high quality landscape character to the office core Precinct 2a and provide evidence of all of the following:</p> <ul style="list-style-type: none"> <li>a) a documented landscape design showing how landscape associated with the development addresses all of the items described in C24</li> <li>b) use vegetation types and landscaping styles which complement the <i>streetscape</i> character and integrate with the north-south linear park, public spaces, reserves and public transport corridors</li> <li>c) Water Sensitive Urban Design (WSUD) principles as the primary theme to landscape treatments within the office core.</li> </ul>

**Figure 19 Building envelope in Precinct 2a**



**Note: This illustration shows a potential built form within the building envelope**



**Element 2: Building and site controls**

Rules	Criteria
<b>2.1 Height</b>	
<p>R42</p> <p>Maximum <i>height of buildings</i> is 18 metres above the <i>datum ground level</i>.</p>	<p>C42</p> <p>Maximum <i>height of buildings</i> comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) are compatible with adjacent development</li> <li>b) are appropriate to the scale and function of use</li> <li>c) minimise detrimental impacts, including overshadowing and excessive scale.</li> </ul>

**Element 3: Built form**

<b>3.1 Activity and surveillance</b>	
<p>R43</p> <p>A minimum of one of the following uses is provided at the ground floor level abutting the street or main building entry for buildings of 2,000m<sup>2</sup> or greater:</p> <p><i>Business agency</i></p> <p><i>Drink establishment</i></p> <p><i>Health facility</i></p> <p><i>Public agency</i></p> <p><i>Restaurant</i></p> <p><i>SHOP.</i></p>	<p>C43</p> <p>Buildings abutting the street or main building entry incorporate uses that generate activity in the public space.</p>
<b>3.2 Location of public entrances</b>	
<p>There is no applicable rule.</p>	<p>C44</p> <p>To provide public entrances that are easily identifiable and convenient, the development is to provide all of the following:</p> <ul style="list-style-type: none"> <li>a) entrances to commercial and other uses provide a strong visual connection to the street</li> <li>b) the main building entrance relate to the overall bulk and scale of the building to emphasise the entrance to main lobby or foyer</li> <li>c) provide articulated building entrance to the street and/ or public space that is at grade with the adjoining verge or finished <i>site</i> levels.</li> </ul>

## Element 2: Building and site controls

Rules	Criteria
<b>2.1 Height and setbacks</b>	
<p>R45</p> <p>Maximum <i>height of buildings</i> is 14 metres above the <i>datum ground level</i>.</p>	<p>C45</p> <p><i>Height of buildings</i> comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) are compatible with existing character in the Service Trades Precinct</li> <li>b) is appropriate to the scale and function of the use</li> <li>c) minimise detrimental impact to adjacent open space and development, including overshadowing and excessive scale.</li> </ul>
<p>R46</p> <p>Buildings maintain a continuous <i>building line</i> along Hibberson Street.</p>	<p>C46</p> <p>Building setbacks comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) frontages to Hibberson Street maintain a continuous <i>building line</i></li> <li>b) setbacks in building alignment may be permitted where it provides small spaces for active uses and / or building entrances.</li> </ul>

## Element 3: Built form

<b>3.1 Building design</b>	
<p>There is no applicable rule.</p>	<p>C47</p> <p>To provide development that is identifiable and contributes to the existing <i>streetscape</i> character, the development is to provide all of the following:</p> <ul style="list-style-type: none"> <li>a) entrances provide a strong visual connection to the street and ensure a high level of surveillance</li> <li>b) building frontages to streets provide interesting and attractive facades that positively contribute to the <i>streetscape</i> setting.</li> </ul>

## Part C(6) – Precinct 3b – Major Community and Recreation Facilities

### Element 2: Building and site controls

Rules	Criteria
<b>2.1 Height and setbacks</b>	
<b>R48</b> Maximum <i>height of buildings</i> is 18m above the <i>datum ground level</i> .	<b>C48</b> Maximum <i>height of buildings</i> comply with all of the following: <ul style="list-style-type: none"> <li>a) are compatible with adjacent development</li> <li>b) are appropriate to the scale and function of the use</li> <li>c) minimise detrimental impacts, including overshadowing and excessive scale.</li> </ul>
<b>R49</b> A minimum setback of 6m applies to Warwick Street and The Valley Avenue street frontages.	<b>C49</b> Setbacks comply with all of the following: <ul style="list-style-type: none"> <li>a) are compatible with adjacent development</li> <li>b) are appropriate to the scale and function of the use</li> <li>c) minimise detrimental impacts, including overshadowing and excessive scale.</li> </ul>

### Element 3: Built form

<b>3.1 Building design</b>	
There is no applicable rule.	<b>C50</b> To provide development that is identifiable and contributes to the existing <i>streetscape</i> character, development is to provide all of the following: <ul style="list-style-type: none"> <li>a) entrances with a strong visual connection to the street and ensure a high level of surveillance</li> <li>b) building frontages to streets provide interesting and attractive facades that positively contribute to the <i>streetscape</i></li> <li>c) building frontage onto The Valley Avenue is to provide articulation in the building facade.</li> </ul>

### Element 5: Amenity

<b>5.1 Open space</b>	
There is no applicable rule.	<b>C51</b> Provide landscape buffer along the southern <i>block</i> boundary parallel to The Valley Avenue that contains the following: <ul style="list-style-type: none"> <li>a) variety in vegetation species and sizes</li> <li>b) vegetation types and landscaping styles which complement the <i>streetscape</i> character and integrate with street tree planting on The Valley Avenue, public spaces and reserves</li> <li>c) is appropriate to the bulk and scale of the development.</li> </ul>

## Part C(7) – Precinct 4a – Southern Transition

### Element 2: Building and site controls

Rules	Criteria
<b>2.1 Building envelope</b>	
<p><b>R52</b></p> <p>All building elements, including lift overruns and roof top plant are contained within building envelope controls shown in <b>Figure 20</b>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>2.2 Redevelopment of sections 21 and 22 Gungahlin</b>	
<p><b>R53</b></p> <p>Redevelopment, other than for a single <i>dwelling</i>, requires the amalgamation of a minimum of six (6) adjoining <i>blocks</i>. The resulting <i>block</i> is required to have a minimum area of 3000 m<sup>2</sup> and approximately equal frontage to both The Valley Avenue and Delma View.</p>	<p><b>C53</b></p> <p>Amalgamation of less than six (6) <i>blocks</i> is permitted where less than six (6) adjoining single <i>dwelling blocks</i> remain in a section and these adjoining single <i>dwelling blocks</i> are all amalgamated. The resulting <i>block</i> is required to have approximately equal frontage to both The Valley Avenue and Delma View.</p>
<p><b>R54</b></p> <p>Redevelopment of more than two <i>blocks</i> for other than a single <i>dwelling</i> is not permitted where it adjoins an existing single <i>dwelling</i> that has an existing or approved redevelopment on the other side boundary, unless the single <i>dwelling site</i> is included in the amalgamation of <i>sites</i>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p><b>R55</b></p> <p>Where <i>block</i> amalgamation is approved, registered Lease and Development Conditions for individual <i>blocks</i> no longer need to be considered.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p><b>R56</b></p> <p>Subdivision, amalgamation and boundary realignments of <i>blocks</i> resulting in single <i>dwelling</i> development is not permitted.</p>	<p><b>C56</b></p> <p>Minor boundary realignments to the side boundaries of redevelopment <i>sites</i> shared with single <i>dwelling blocks</i> is only permitted where the resulting development on the affected <i>blocks</i> is consistent with Rule R56 and Rule R57 of this Code.</p>
<p><b>R57</b></p> <p>Redevelopment shall not result in the reduction of the <i>dwelling</i> numbers on the subject <i>blocks</i> to below that the existing on the earlier of either the date of interim effect or the date of effect of this precinct code.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p><b>R58</b></p> <p>Development is built to a minimum 4m <i>front boundary</i> setback to all street frontages.</p>	<p><b>C58</b></p> <p>Minor encroachments into the front setback are permitted to allow for elements such as awnings, sun shading and roof overhang.</p>

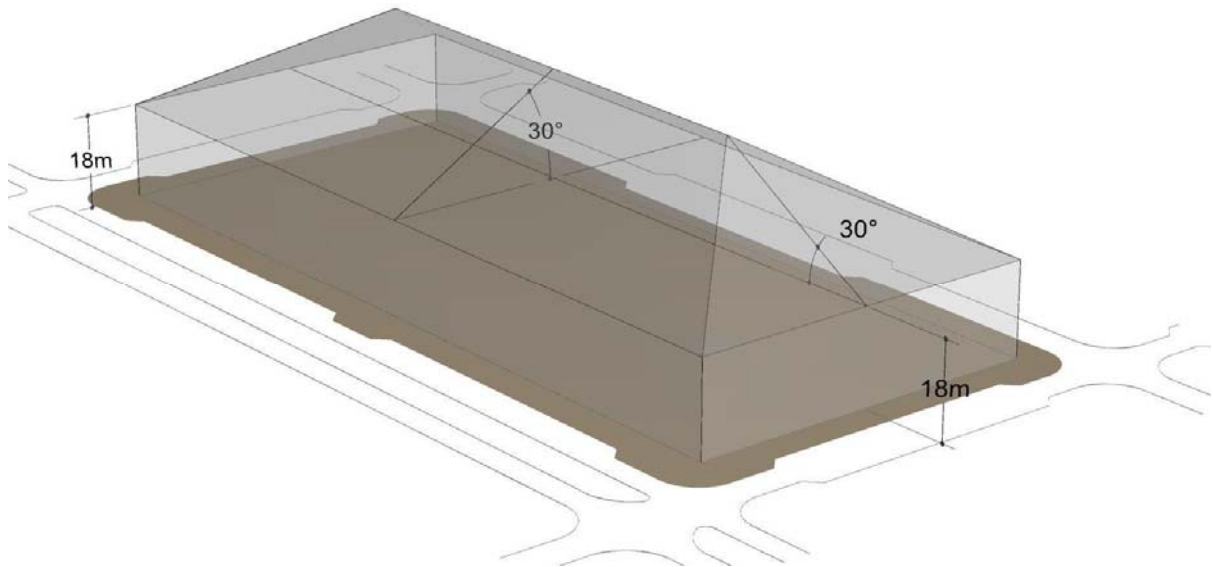
Rules	Criteria
<p>R59</p> <p>Articulation is provided to a minimum depth of 2m behind the front setback to all street frontages for all <i>storeys</i> in the development.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

### Element 3: Built form

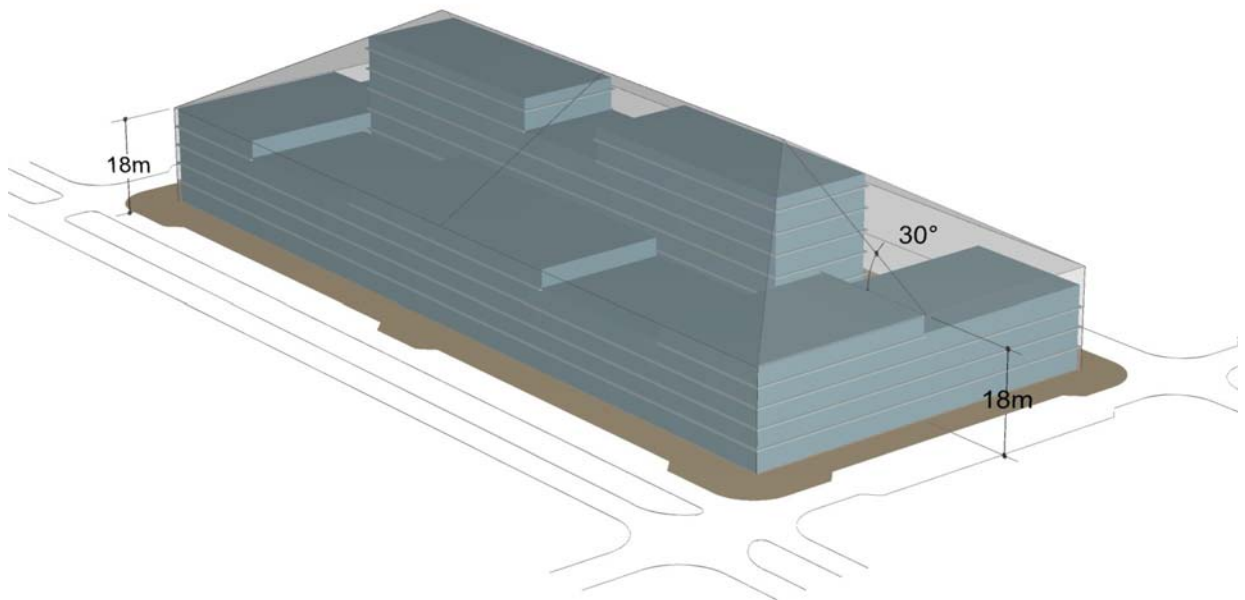
3.1 Building design	
<p>There is no applicable rule.</p>	<p>C60</p> <p>Buildings are to contribute to the public realm that is safe and convenient by providing the following:</p> <ul style="list-style-type: none"> <li>a) corner buildings are to provide focal points providing interest and variety</li> <li>b) building entrances are to be at grade with the adjoining verges or finished <i>site</i> levels to provide level building access</li> <li>c) entrances to commercial and residential uses are to provide a strong visual connection to the street and ensure a high level of surveillance.</li> </ul>



**Figure 20**      **Building envelopes in Precinct 4a and Precinct 4b**



**Note: This illustration shows a potential built form within the building envelope**



## Part C(8) – Precinct 4b – Northern Transition

### Element 2: Building and site controls

Rules	Criteria
<b>2.1 Building envelope and setbacks</b>	
<b>R61</b> All building elements, including lift overruns and roof top plant are contained within building envelope controls shown in <b>Figure 20</b> .	This is a mandatory requirement. There is no applicable criterion.
<b>R62</b> Buildings are joined at party walls and built to the front property boundary.	<b>C62</b> Minor setbacks in building alignment may be permitted to provide small spaces for active uses along main pedestrian areas and routes identified in <b>Figure 11</b> .

### Element 3: Built form

<b>3.1 Building design</b>	
There is no applicable rule.	<b>C63</b> Buildings are to contribute to the public realm that is safe and convenient by providing all of the following: <ul style="list-style-type: none"> <li>a) corner buildings are to provide focal points giving interest and variety</li> <li>b) building entrances are to be at grade with the adjoining verges or finished <i>site</i> levels to provide level building access</li> <li>c) entrances to commercial and lobbies to residential use are to provide a strong visual connection to the street and ensure a high level of surveillance.</li> </ul>
Rules	Criteria
<b>3.2 Awnings</b>	
<b>R64</b> Buildings must incorporate awnings that comply with the following: <ul style="list-style-type: none"> <li>a) cantilevered awnings for the full extent of the building frontage along main pedestrian areas and routes (<b>Figure 11</b>)</li> <li>b) awnings are to be a minimum of 3m in cantilever width</li> <li>c) awnings are to be a minimum height of 3m above finished pavement or ground level of the verge</li> <li>d) awnings are to be integrated into the building design at the first floor level.</li> </ul>	This is a mandatory requirement. There is no applicable criterion.

## Appendix A – Road Reservation

<b>Table 1 Major collector Street Network Requirements</b>					
<b>Street name</b>	<b>The Valley Avenue</b>	<b>The Valley Avenue (extension to Gundaroo Drive)</b>	<b>Flemington Road (Kate Crace Street to Hamer Street)</b>	<b>Kate Crace Street</b>	<b>North-south leg of ring system at eastern end of the town centre (adjacent to Hamer Street, Manning Clark Crescent south to The Valley Avenue)</b>
Carriageway width (m)	14 (4 traffic lanes)	14 (4 traffic lanes)	7 (2 traffic lanes)	14 (4 traffic lanes)	14 (4 traffic lanes)
Median (m)	5 (including turning)	3	2	5 (including turning)	5 (including turning)
On-street car parking each side (m)	2.3 (two sides 4.6m)	Not required	2.3 (two sides 4.6m)	2.3 (western side only)	Not required
Verge width each side (m)	7 (northern side) 7 (southern side)	8 (northern side) 7 (southern side)	7 (northern side) 7 (southern side)	7 (western side) 5 (eastern side)	7 (western side) 7 (eastern side)
Bike path each side (m)	1.8 (two sides 3.6m)	1.8 (two sides 3.6m)	1.8 (two sides 3.6m)	1.8 (two sides 3.6m)	1.8 (two sides 3.6m)
Service lane (m)	6.8 (southern side, while parking only provided on northern side)				
Bus lane each side (m)			3.5 (two sides 7m)		

**Table 2 Access Street Network Requirement**

<b>Street name</b>	<b>Ernest Cavanagh Street</b>	<b>Access streets (not specifically listed above)</b>	<b>Hibberson Street</b>	<b>Hinder Street</b>
Carriageway width (m)	6 (2 traffic lanes)	6 (2 traffic lanes)	Continue current width	Continue current width
Median (m)	Not required	Not required		
On-street car parking each side (m)	2.3 (two sides 4.6m)	2.3 (two sides 4.6m)		
Verge width each side (m)	5 (two sides 10m)	4.7 (two sides 9.4m)		
Back to back right turn lane (m)	3.3			

## Appendix B – Definitions of terms used in this code

**Apartment** means a *dwelling* located within a *building* containing two or more *dwelling*s and which is not an attached house.

**Block** means a parcel of land, whether or not the subject of a *lease*.

**Building line** means a line drawn parallel to any *front boundary* along the front face of the *building* or through the point on a *building* closest to the *front boundary*. Where a terrace, landing, porch, *balcony* or verandah is more than 1.5 metres above the adjoining *finished ground level* or is covered by a roof, it shall be deemed to be part of the *building*.

**Datum ground level** means the level of the surface of the ground as defined in a field survey and authorised by a qualified surveyor at the time of operational acceptance for greenfield development or prior to any new earthworks having occurred after that time.

**Dwelling** means a building or part of a building used as a self contained residence which must include:

- food preparation facilities;
- a bath or shower; and
- a closet pan and wash basin.

It includes *outbuildings* and works normal to a *dwelling*.

**Estate Development Plan** means a plan setting out the proposed pattern of subdivision and infrastructure works for an estate and which is required to be approved prior to the undertaking of the works and the granting of *leases* for the subdivided *blocks* and may include a *Streetscape Concept Plan* and/or *Building Envelope Plan*.

**Height of building** means the vertical distance between *datum ground level* to the highest point or points of the *building*.

**Large retail anchor** means a department store or supermarket of 1 200m<sup>2</sup> or more in *gross floor area*. A cinema complex is not considered a *large retail anchor*.

**Lease** has the same meaning as in the *Planning and Development Act 2007*.

**Site** means a *block*, *lease* or other lawful occupation of land, or adjoining *blocks*, *leases* or lawful occupancies in the event of these being used for a single undertaking or operation, but excludes the area of any access driveway or right-of-way.

**Storey** means a space within a *building* that is situated between one floor level and the floor level next above, or if there is no floor level above, the ceiling or roof above but does not include an *attic* or a *basement*.

**Streetscape** includes the visible components within a street (or part of a street) including the private land between facing *buildings*, including the form of *buildings*, treatment of *setbacks*, fencing, existing trees, landscaping, driveway and street layout and surfaces, utility services and street furniture such as lighting, *signs*, barriers and bus shelters.



# **Structure Plan**

## **Gungahlin Town Centre**





This page is intentionally blank.

## 1. INTRODUCTION

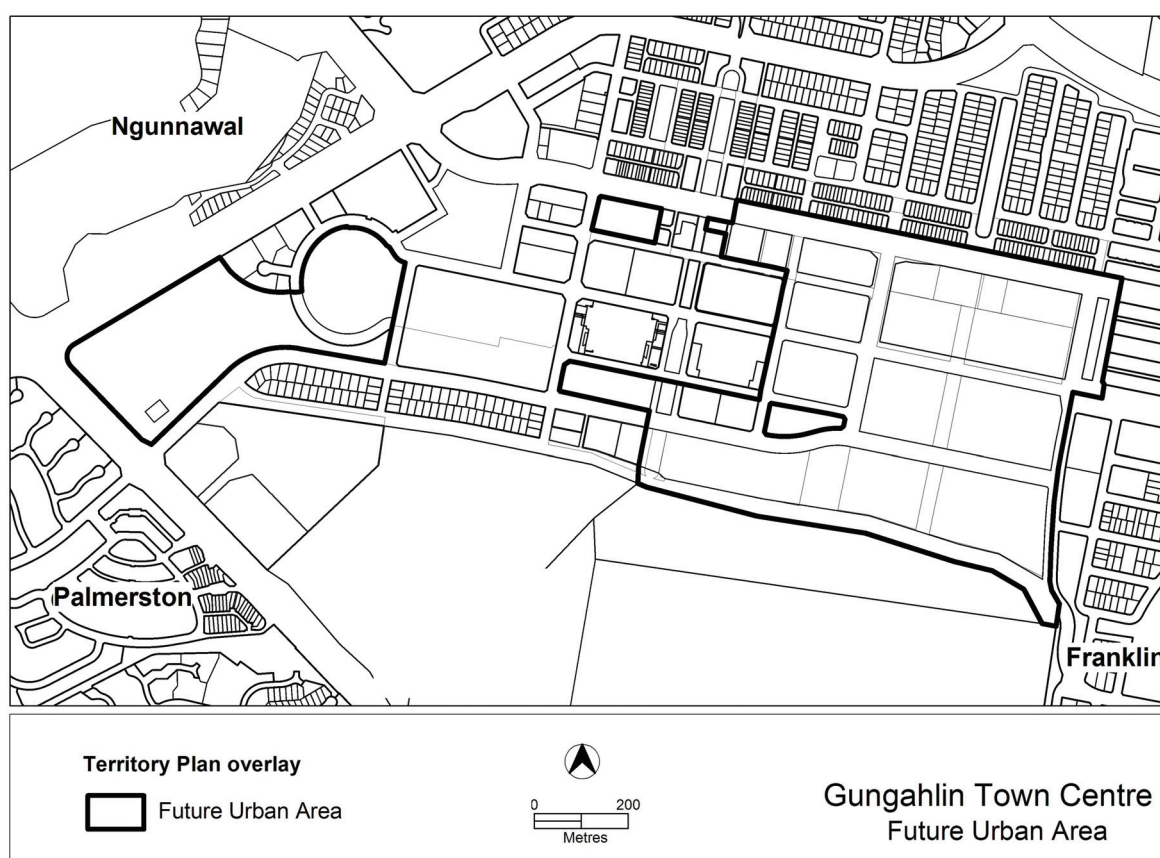
This structure plan sets out principles and policies for development of future urban areas in the Gungahlin town centre in line with section 91 of the *Planning and Development Act 2007*.

As the town centre for the Gungahlin district, development is to contribute to the diversity of housing types; the range of employment opportunities; and convenient, linked access to retail centres, community facilities and open space.

The Gungahlin Town Centre Precinct Code was prepared for the area subject to this structure plan.

## 2. APPLICATION

This Structure Plan applies to future urban area in the area shown in Figure 1. Areas outside the future urban area in Figure 1 are not subject to this Structure Plan.



**Figure 1** Location of area subject to this structure plan

## 3. PROHIBITED DEVELOPMENT

For the purposes of section 136(2) of the *Planning and Development Act 2007*, development by an entity is not prohibited, provided that the land on which the development is proposed was transferred to the entity by a Territory authority for the purpose of land development.

#### 4. PRINCIPLES FOR THE DEVELOPMENT OF GUNGAHLIN TOWN CENTRE FUTURE URBAN AREA

The following principles will apply to development within the area subject to Gungahlin Town Centre structure plan:

1. The town centre is to provide the main commercial and community focus for the district population of Gungahlin.
2. Encourage the development of a **retail environment** in the Town Centre that creates a distinct point of difference from other centres.
3. The concentration of commercial and retail activity in the town centre is to ensure an efficient pattern of development.
4. Stage retail development to complement the growth in population of Gungahlin.
5. Planning policies are to promote the town centre as vibrant and viable with a wide range of services, facilities and employment and provide opportunities for higher density residential development.
6. Provide opportunities for business investment and employment that supports both daytime and night-time economic activities in the town centre.
7. To enable development of viable **offices**, large land parcels intended for this purpose should remain intact.
8. Support and encourage the location of ACT, Commonwealth Government and private sector offices within the Town Centre.
9. **Higher density development** in the town centre is to be encouraged, particularly in suitable locations that are well served by public transport.
10. Improvement to urban design and encouragement of **mixed-use development**, which provide for home-based employment and small scale workplaces, in the town centre is to enhance and strengthen its role.
11. Ensure residential uses within mixed use areas incorporate **acoustic** design measures to ensure that the provisions of the *Environment Protection Act* are complied with.

#### Street and movement system

12. The **street network** in the town centre is to promote low vehicle speeds, walking and cycling.
13. Designs of streets are to provide facilities for pedestrians and cyclists, which promote safety and convenience in the town centre.
14. Develop an urban form that is walkable, permeable and compact.
15. Provide a legible layout, with appropriate “landmarks” and adequate signage.
16. Provide an appropriate **hierarchy of streets** and other movement systems.
17. The road system in the town centre is developed which incorporates a hierarchical ring roads system to divert through traffic around the town centre and town centre traffic away from main pedestrian areas.
18. The road system is to protect the amenity of residential and commercial areas, and facilitate the efficient movement of major traffic flows and heavy vehicles.

19. The main path **network for walking and cycling** is to provide connections to the existing network.
20. Facilitate the use of bicycles for recreation by providing attractive and safe cycle ways integrated with the open space system.
21. Encourage the use of bicycles for transport by providing functional, convenient, safe and attractive cycle routes connecting major destinations and linking to district and metropolitan cycle ways, as well as providing bicycle racks and locking facilities in public areas.

### **Public transport**

22. Development will be planned to encourage use of **public transport**, walking and cycling, including commuter cycling.
23. Public transport facilities are to form part of the transport network to promote convenient public transport access to users of the town centre.
24. Integrate public transport routes, including public transport facilities, into the most intense activity area of the Town Centre.
25. Routes will be reserved for an enhanced **inter-town public transport system** to provide public transport in a quick and efficient manner.
26. Ensure that the inter-town public transport system is compatible with light rail.
27. Locate public transport routes and stops within easy walking distances with numerous opportunities for boarding and alighting.

### **Car parking**

28. Opportunities for **car parking** are to enable sufficient, safe and convenient use and access for users of the town centre.
29. Make ample parking space provision for car access by people with disabilities.
30. Provide convenient car parking for shoppers at a level of provision that will encourage the use of public transport but not disadvantage retailers in competition with other town centres.
31. Encourage the multiple use of parking areas by providing public car parking rather than private on-site parking.

### **Open space**

32. **Open space** will be planned and maintained as an integrated, hierarchical system that provides for recreation activities, contributes to the legibility and character of urban development, and assists in the effective management of stormwater.
33. Policies are to promote high quality, creative design of development, urban spaces and landscape settings.
34. Provide a high quality of urban design, landscape, street furniture and lighting in all public spaces.
35. Provide spaces that are useable and pleasant, with spaces for quiet refection, noisy activities, public rallies and casual meeting.

## Design quality

36. **Design quality** within the town centre precinct and shared spaces will clearly define public and private realms, including spaces around buildings, as well as that of individual developments.
37. Provide major public spaces with a high level of environmental amenity, including provision for an adequate distribution of public toilets and public telephones.
38. Ensure that public spaces remain publicly accessible at all times and that they are safe to use.
39. Provide independent disability access within and to buildings, and throughout public places, in consultation with disability groups, especially wheelchair users, with particular attention being paid to kerb access, street surfaces and gradients.
40. Have regard for whole-of-life costing of facilities in the planning and design of public spaces.

## Energy use

41. Encourage reduction in **energy use** in the construction and operation of infrastructure.

## Storm water

42. Develop a **storm water** control and treatment system that encompasses principles of sustainability and is integrated into the general open space network.
43. Where possible, reuse storm water for irrigation (e.g. to adjacent ovals, community gardens and school playgrounds).
44. Encourage the development of individual or group on-site storm water storage and control systems.
45. Integrate overland storm water control systems into site developments, and limit the piping of storm water, wherever practicable, by designing residential streets and lanes with swales to cater for storm water runoff.
46. Control runoff from urban areas, both during and after the development phase in order to protect down stream water quality.

## Urban design

47. Development will seek to ensure high-amenity, quality **urban design** outcomes within residential areas, heritage areas, major centres and activity nodes, and along principal approach routes.
48. In the Town Centre, the boulevard system turns east-west, and between the two boulevards is the main Street, which forms the active commercial/retail spine of the Town Core, flanked by buildings, which shield the larger buildings and the parking areas internal to the sections.
49. A second active spine of town common and town square crosses this system in a north-south direction, providing a lively but less intense link between the residential areas, the town core and the major parklands and reserves.
50. Encourage activities, particularly at street frontage level, that contribute to pedestrian activity and social interaction.

51. Where practicable, provide natural surveillance of public areas through active frontages in the ground level of buildings with particular reference to our-of-hours use.
52. Provide an urban form which is legible and has direct connections for pedestrians, cyclists and motor vehicles to adjoining areas.
53. Ensure that at each stage of its development the Town Centre has a sense of completeness.
54. Ensure that building forms, colours and materials provide human scale, harmony and variety.
55. Ensure that urban design is of the highest standards by an integrated use of materials and finishes throughout the Town Centre.
56. Define the edge of the Town Centre by peripheral streets and open space.

### **Cultural planning**

57. Reflect the **cultural significance** of the Gungahlin area, including its landscape, ecosystem and history of occupation, in the design of the Town Centre, including residential areas and open spaces.
58. Integrate a community focused public art program into the Town Centre as an integral part of the development of landscape and urban form.
59. Involve artists, crafts people and the community with design teams and developers in the creation of a distinct and unique environment.
60. Provide for the expression of the diversity in ethnicity, custom and art form in the design of the public realm and the provision of public art.
61. Encourage collaboration of the community with artists, crafts people and artisans in the planning and design of Gungahlin including the creation of landmarks and gathering places with a sense of identity and place.
62. In the planning process facilitate cultural industry development and growth as part of the economic and commercial environment of Gungahlin.
63. In the planning process facilitate community cultural development that reinforces the role of the site in providing and developing identity for the community, particularly with regard to the interaction between:
  - Natural heritage;
  - Aboriginal heritage;
  - European heritage;
  - Open space systems;
  - Contemporary cultural diversity among residents;
  - Built form and streetscape design; and
  - Contemporary visual, craft, performing and community arts practice.

### **Bushfire protection**

64. To minimise **bushfire risk**, construction standards for development adjoining the Mulanggari Grassland are to meet bushfire protection standards.

## **Equity**

- 65. Provide sites for the equitable distribution of services and facilities having regard to the level of provision in other Town Centres and residential areas, and to the needs of different groups in the population.
- 66. Consider inter-generational equity in respect to planning for services and facilities.
- 67. Provide for a variety of affordable housing types and retirement housing, including public tenure.

## **Wellbeing precinct**

- 68. Provide an area to the west of the Town Centre for education and recreation facilities.
- 69. An area in the west of the Town Centre is to provide a system of ponds in an area of urban open space which includes a diverse range of vegetation types and wildlife habitats within the storm water system



# **Structure Plan**

## **Gungahlin Central Area**



This page is intentionally blank.

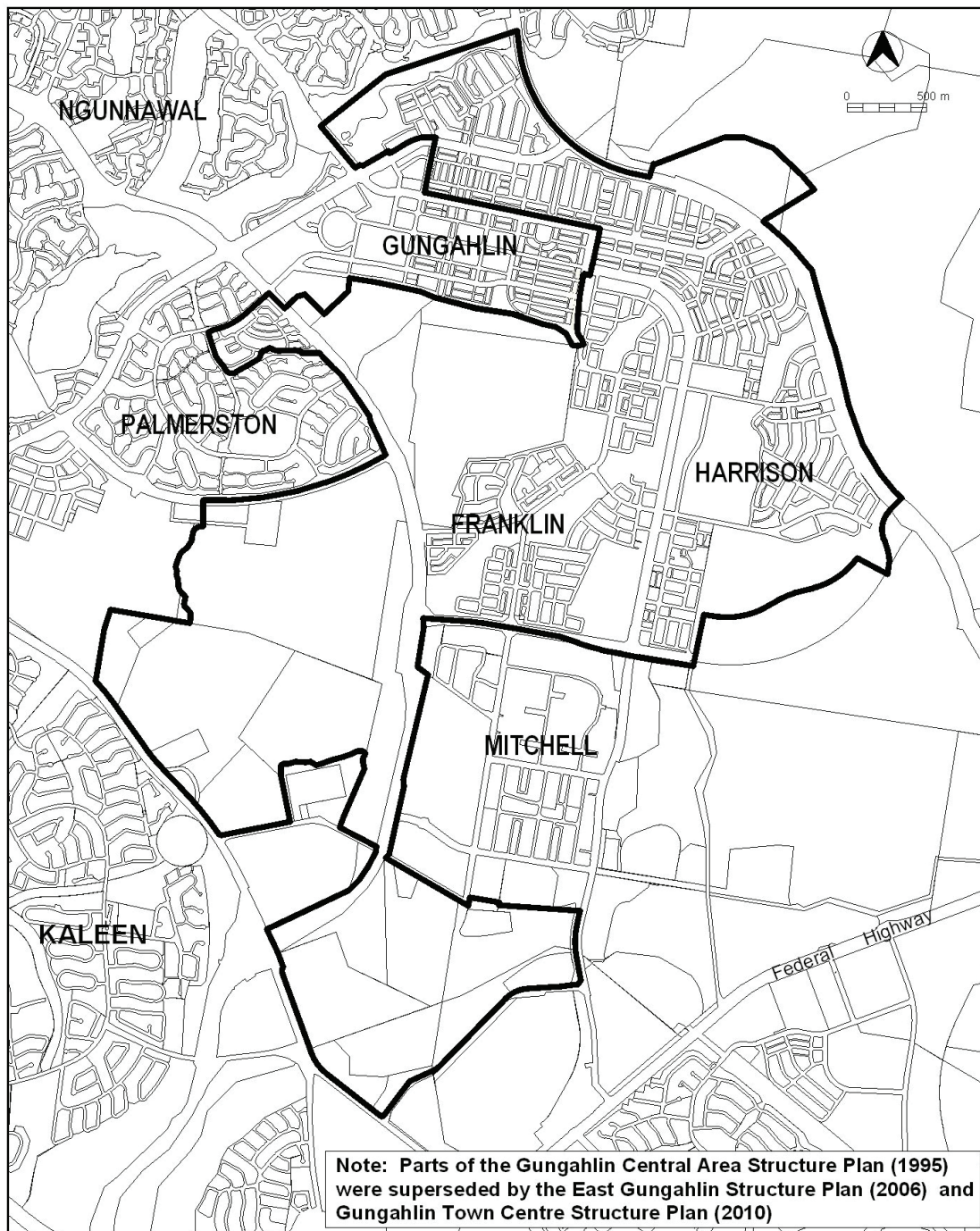
## Introduction

The following principles and policies were originally included in the repealed Territory Plan through a Territory Plan Variation as the principles and policies for the development of the Gungahlin Town Centre and Central Suburbs, identified as 'defined land' in accordance with Subdivision 2.3.4 of the repealed *Land (Planning and Environment) Act 1991*.

To assist in understanding the original application of the principles and policies for the “defined land”, the area identified in this structure plan is the original “defined land” area, with several exclusions. Over time, parts of the former defined land area were undefined through statutory processes. The remaining areas to which these principles and policies apply are now identified in the current Territory Plan map as a future urban area, pursuant to section 50(2)(a) of the *Planning and Development Act 2007* (the Act). This structure plan sets out the principles and policies that apply to the area in accordance with section 91 of the Act. Concept plans may be prepared for all or part of the area subject to the structure plan.

As part of the Territory Plan Variation No. 300, the town centre components have been removed from this structure plan and included in a dedicated structure plan for the town centre. This structure plan now only applies to the suburbs around the town centre. Further information on the area subject to this structure plan can be found in following Figure 1.1 and the Territory Plan map, available on the ACTPLA website.

# Figure 1.1 Area subject to the Structure Plan



# Principles and Policies

## *Objectives*

### Central Suburbs

1. To provide a series of connected, overlapping residential areas around a series of local centres, schools, community facilities and open space.
2. To provide an urban structure that is simple, legible and flexible.
3. To encourage a mix of land uses, including appropriate commercial, retail and other uses that contribute to a diverse character.
4. To maintain and enhance natural systems and areas of conservation value.
5. To provide residential areas that are walkable, permeable and compact.
6. To encourage development that is ecologically sustainable, and minimises pollution through design and technology of stormwater, waste water, sewerage, traffic and other systems.
7. To limit the use of resources, discourage the use of non-renewable resources, and minimise the production of ozone depleting and greenhouse gas producing materials and practices.
8. To limit the consumption of energy and encourage the use of passive and active solar systems and energy efficient building design.
9. To provide a variety of housing types to meet housing needs at the present time and in the future.
10. To ensure housing densities support a viable, accessible, frequent and energy efficient public transport system.
11. To develop a landscape which is sympathetic to the cultural and heritage values of the area and conducive to a variety of uses and experiences, with a character that retains the inherent site values and cultural associations.
12. To create a landscape pattern that brings the open space network close to all urban development, providing access and amenity, and that correlates closely with the broader natural landscape setting.
13. To protect native grassland communities and habitats for threatened species through establishing and providing for the management of conservation areas. Those grassland conservation areas will establish the overall landscape character for the area, preserving the pastoral nature of the site, reinforcing the existing openness and broad scale, and allowing views to distant hills and recognisable features that identify the area with Canberra.
14. To maintain and create an open space system which is representative of local natural environments, e.g. forest on protected hills and valleys, woodland on hill slopes, grassland on lowlands and wetlands in valleys and drainage lines.

## **General Principles**

Set out below are broad principles that are to guide the development of Gungahlin Central Suburbs. Development is to be in accordance with these broad principles. However, all of these principles should have equal weighting and none should be pre-eminent or interpreted in isolation of the planning context determined by the suite of principles.

### ***Environment***

#### **Biodiversity**

1. Provide for the conservation and enhancement of local biodiversity and natural habitats.
2. Provide for the protection of threatened species and their native grasslands habitats.

#### **Energy**

1. Make provision for the public transport system to be an integral part of the structure of the Central Suburbs.
2. Facilitate the use of natural energy systems (solar and other alternative energy sources) in building design and public infrastructure, including street lighting.
3. Facilitate pedestrian and bicycle movement within the Town Centre and Central Suburbs and from adjacent areas.
4. Encourage reduction in energy use in the construction and operation of infrastructure.

#### **Water**

1. Facilitate a reduction of water consumption by design and increased recycling of waste water.
2. Encourage reduction in water consumption by the use where appropriate of plant species indigenous to Gungahlin.
3. Control runoff from urban areas, both during and after the development phase in order to protect down stream water quality.

#### **Building**

1. Facilitate recycling of waste products and use of recycle products.
2. Give preference for materials which:
  - Cause minimum environmental impact and use of energy in terms of their extraction, manufacture and assembly;
  - Reduce the effects of indoor air pollution and sick building syndrome;
  - Can be reused, recycled and which minimise site contaminations; and

- Have a minimum life cycle cost.
- 3. Encourage the use of low energy systems for lighting, heating and cooling, and appliances.
- 4. Provide for solar efficiency in buildings through orientation and design.
- 5. Ensure residential uses within mixed use areas incorporate acoustic design measures to ensure that the provisions of the Environment Protection Act are met.

## **Heritage**

1. Conserve the natural and cultural heritage of the site.
2. Encourage public appreciation of the heritage of the site through appropriate interpretation.

## ***Cultural Planning***

1. Reflect the cultural significance of the Gungahlin area, including its landscape, ecosystem and history of occupation, in the design of the Central Suburbs, including residential areas and open spaces.
2. In the planning process facilitate community cultural development that reinforces the role of the site in providing and developing identity for the community, particularly with regard to the interaction between:
  - Natural heritage;
  - Aboriginal heritage;
  - European heritage;
  - Open space systems;
  - Contemporary cultural diversity among residents;
  - Built form and streetscape design; and
  - Contemporary visual, craft, performing and community arts practice.

## ***Social***

### **Access**

1. Provide sites for community facilities amongst other uses where this enhances their access and community safety, and where their permanence can be assured.
2. Provide independent disability access within and to buildings, and throughout public places, in consultation with disability groups, especially wheelchair users, with particular attention being paid to kerb access, street surfaces and gradients.
3. Provide convenient bicycle and pedestrian access between transport nodes (public transport facilities and car parking) and retail, community and recreational facilities, and to adjoining suburbs.



4. Discourage through traffic where it provides a barrier to pedestrians, by the provision of convenient alternatives and by street design that calms traffic.
5. Make ample provision for car access by people with disabilities.
6. Enhance access and reduce costs and seek opportunities for co-location or joint provision of community and recreation facilities, or their inclusion in joint ventures.

### **Equity**

1. Provide sites for the equitable distribution of services and facilities having regard to the level of provision in other Town Centres and residential areas, and to the needs of different groups in the population.
2. Consider inter-generational equity in respect to planning for services and facilities.
3. Provide for a variety of affordable housing types and retirement housing, including public tenure.

### **Amenity**

1. Provide a legible layout, with appropriate “landmarks” and adequate signage.

### **Community safety**

1. Where practicable, provide natural surveillance of public areas through active frontages in the ground level of buildings with particular reference to our-of-hours use.

### **Flexibility**

1. Provide for long term flexibility in planning the urban area and in community use building design to accommodate different uses as needs change.
2. Provide opportunities collaborative and coordinated management of facilities.

### **Economic**

1. Stage retail development to complement the growth in population of Gungahlin.
2. Encourage mixed use developments which provide for home-based employment and small scale workplaces,
3. Facilitate the development of viable local centres in the residential sectors which contain an appropriate mixture or residential development with other land uses.
4. Facilitate the development of local cultural industries at Gungahlin through the broad interaction of heritage, sustainable ecosystem, leisure/recreational, and creatively-based activities.

## **Transport**

### **Streets**

1. Provide an appropriate hierarchy of streets and other movement systems.
2. Provide a street system that is clear in use, character and connectivity.
3. Provide slow speed street environments where necessary, to ensure a high level of pedestrian amenity.
4. Provide direct connections for pedestrians and cyclists to the metropolitan and district pedestrian and cycle network.
5. Discourage unnecessary through traffic in the Central Suburbs.

### **Parking**

1. Ensure car parking does not visually or functionally dominate other land uses.
2. Encourage on-street parking.
3. Encourage the multiple use of parking areas by providing public parking rather than private on-site parking.
4. Provide ample parking for people with disabilities adjacent to their destinations.

### **Public transport**

1. Locate public transport routes and stops within easy walking distances with numerous opportunities for boarding and alighting.
2. Ensure that the Inter-Town Public Transport System is compatible with light rail.
3. Ensure that the residential sectors are conveniently served by public transport.

### **Pedestrians**

1. Provide functional, convenient, safe and attractive pedestrian routes for both access and recreation.
2. Ensure that pedestrian routes are safe for all users.
3. Provide convenient pedestrian access from housing to shops, workplaces, facilities, schools and public transport stops.

### **Bicycles**

1. Encourage the use of bicycles for transport by providing functional, convenient, safe and attractive cycle routes connecting major destinations and linking to district and metropolitan cycle ways, as well as providing bicycle racks and locking facilities in public areas.
2. Facilitate the use of bicycles for recreation by providing attractive and safe cycle ways integrated with the open space system.

## ***Public Spaces***

1. Provide major public spaces with a high level of environmental amenity, including provision for an adequate distribution of public toilets and public telephones. Ensure that public spaces remain publicly accessible at all times and that they are safe to use.
2. Ensure that public spaces have edges that are sufficiently developed to provide appropriate surveillance and liveliness.
3. Encourage community ownership of public spaces by providing for site-specific public art, community art projects, communities vents and performances, and land-care groups.
4. Have regard for whole-of-life costing of facilities in the planning and design of public spaces.
5. Provide a variety of public spaces that are capable of both formal and informal use.
6. Create a variety of spaces that provide areas for large and small gatherings.
7. Provide a high quality of urban design, landscape, street furniture and lighting in all public spaces.

## ***Stormwater***

1. Develop a stormwater control and treatment system that encompasses principles of sustainability.
2. Integrate the stormwater system into the general open space network.
3. Provide for a diverse range of vegetation types and wildlife habitats within the stormwater system and use this system to provide wildlife links.
4. Where possible, reuse stormwater for irrigation (e.g. to adjacent ovals, community gardens and school playgrounds).
5. Encourage the development of individual or group on-site stormwater storage and control systems.
6. Integrate overland stormwater control systems into site developments, and limit the piping of stormwater, wherever practicable, by designing residential streets and lanes with swales to cater for stormwater runoff.

## ***Urban Design***

1. Develop an urban form that is walkable, permeable and compact.
2. Provide for development that is mixed use with a significant proportion of residential development and a variety of housing types.
3. Develop an urban form which is robust and enables incremental development and flexibility.
4. Ensure that developments respond to the natural and cultural features of the site and preserve and enhance these where appropriate.

5. Base the urban form on a hierarchical network of streets that restrict vehicular speeds.
6. Provide residential sectors which have a distinct urban character and which are visually harmonious and legible.
7. Provide an urban form which is legible and has direct connections for pedestrians, cyclists and motor vehicles to adjoining areas.
8. Define the edges of the residential sector by peripheral streets, distinctive landscape treatment and appropriate building forms.
9. Ensure that the ground floor levels of buildings are integrated with adjoining verge or finished site levels for easy access, with any necessary level changes occurring within property boundaries.

## **Urban Structure Principles Central Suburbs**

The following diagrams illustrate a framework for development that is based on a number of urban structure principles. Detailed planning in the Central Suburbs should generally conform to this planning framework and be consistent with its basic intent.

### ***Central Suburbs Land Use***

Central Suburbs land use is based on principles that:

1. Provide a gradient of residential densities which respond to the location of the housing.
2. Provide flexibility for change over time.
3. Ensure that all areas are served with necessary facilities and services within walking distance of housing.
4. Mix land uses as appropriate.
5. Integrate housing and on-residential land uses as far as appropriate.
6. Outside the Town Centre, provide for the location and integration of adequate community facilities within or adjacent to local centres or for their co-location with schools. Such community facility sites are to be allocated in implementation plans and may have a Community Facility Zone.
7. Land situated immediately north and north-east of Mitchell between Wells Station Drive and Mitchell are shown on the Territory Plan Map as retaining the existing Residential and Industrial Zones. These Zones are to be reviewed following surveys of the distribution of Delma impar in Kenny and Jerrabomberra Valley and a decision on the need for a grassland conservation area in the Kenny/North Mitchell area. Subject to the outcome of the review the policy may change to Industrial and/or Hills Ridges and Buffer Zones – Public Land nature conservation.
8. The residential areas of Throsby are shown as having Residential R1 Zone. Areas within Throsby may change to Residential R2 or R3 where they are part of an approved Estate Development Plan.
9. Provision may be made for a site for a service station on land with Broadacre Zone west of Mitchell at land release stage.

### ***Central Suburbs Conservation***

Provision is made for the conservation of threatened species and ecological communities through a series of conservation areas which encompass a variety of habitats and in which the area to perimeter ratio of maximised. The main principles are:

1. Establish conservation areas which are large enough and sufficiently buffered from development to ensure appropriate conservation will occur without undue policing.

2. Establish conservation areas and provide for management arrangements which are sufficient to conserve the threatened fauna and grasslands which they are designed to protect.
3. Make provision for necessary infrastructure development whilst ensuring such infrastructure development, including the provision of access, does not have significant adverse impact on the conservation.
4. Ensure land uses adjacent to conservation areas do not have a significant adverse impact on threatened species and native grassland.
5. Make the conservation areas part of the overall landscape character of Gungahlin by ensuring their visual integration into the open space system of Gungahlin.
6. The road indicated crossing the south eastern corner of the Gungaderra/Crace conservation area is included to ensure this plan is consistent with the National Capital Plan. The need for and alignment of this road will be reviewed, and if there is a proposal for its construction in Hills, ridges and Buffers Zone, it will be subject to further environmental impact assessment. Additionally, as public land, any proposed road within a conservation area would be subject to the concurrence of the Conservator.

### ***Central Suburbs Street and Movement System***

The street and movement system is based on principles that:

1. Provide a hierarchy of streets and roads that are safe and appropriate to their function.
2. Integrate the street system with the natural features of the site, and use the streets as a means of enhancing and conserving the site's characteristics.
3. Use the design of the street system as a means of reinforcing the overall character of the area and its component parts.
4. Ensure that the street system is fully integrated with the existing and proposed system for the remainder of Gungahlin and the metropolitan area.
5. Improve safety, and limit vehicle speeds where appropriate, through road design.
6. Ensure that the pedestrian and cycle systems are an integral part of the overall transport system for the area.
7. Provide a street system that facilitates economical and convenient public transport provision.
8. Make provision for the future introduction of an Intertown Public Transport system.
9. Ensure that the urban form dictates the character and design of the street system, and not vice versa.

## ***Central Suburbs Urban Open Space***

The Central Suburbs urban open space system is based on principles that:

1. Create a hierarchy of open space, beginning with the streets as part of the open space system, and continuing through the local parks generally within two minutes' walk of dwellings, the watercourse parks system, the large urban parks, and the conservation areas.
2. Provide a safe, convenient open space network that links residential areas to community facilities and other destination points.
3. Ensure that the open space network is readily accessible from residential areas.
4. Provide for pedestrian linkages where appropriate into adjacent flora and fauna reserves.
5. Ensure that the open space network can function as carefully designed wildlife corridors and linkages.
6. Provide for the incorporation of a variety of experiences and uses within the open space system to enhance user amenity and cultural identity, including cycle and pedestrian paths, space for formal and informal sport and play, cultural events, and picnic and barbecue facilities.
7. Open spaces are planted with appropriate local native species, including grasses, where practicable.
8. Provide for the creation of a variety of appropriate flora and fauna habitats which will encourage bio-diversity.
9. Provide for the use of the open space system as a major non-vehicular circulation system by provision of safe and convenient links.
10. Encourage local residents to develop "ownership" of open space by directly relating housing and community facilities to the open space, and by ensuring that housing faces onto open space.
11. Ensure high levels of public access to and surveillance of open space by the provision of edge avenues with development facing across them to the open space.
12. Encourage the community to be involved in the planning, development and maintenance of appropriate parts of the open space system.
13. Provide ample and appropriate open space buffers to heritage sites of significance that aid in their interpretation and characterisation.
14. Develop and enhance the cultural, natural, and heritage features and characteristics of the open space system.
15. Establish appropriate uses compatible with conservation requirements where necessary.
16. Make provision for necessary public infrastructure including sewer and floodways.



## ***Central Suburbs Urban Form***

The main principles that underlie and create the urban form of the Central Suburbs are:

1. The reserves, watercourse park and open space system respond to the natural landscape form and the cultural values of the site, creating a generally north-east to south-west pattern of landscaped space.
2. This diagonal system is overlaid with a slightly modified rectangular grid or urban boulevards and east-west connector streets, providing an urban counterpoint to the natural diagonal.
3. The system defines the residential development areas which is of a readily walkable scale.
4. The urban boulevards are the location for denser residential development with a possibility of other mixed uses (in buildings of two to four storeys, mainly apartments), which gives the boulevards an urban character, This is reinforced by the location of the local centres on the boulevards at public transport stops.
5. Within the residential sectors, the street system is generally oriented east west, with wide road reserves and rear lane access to parking, and with densities decreasing away from the boulevards.
6. Where the residential areas front the park system, protection and visual access is provided by edge avenues, these are fronted by housing, dense where the avenues run east-west, and less dense where they run in other orientations.

## ***Central Suburbs Landscape***

The Central Suburbs landscape is based on principles that:

### **General**

1. Establish a landscape that relates to the natural environment and promotes biodiversity by the use of local plant material and the incorporation of a variety of plant communities and habitats.
2. Establish culturally meaningful landscape settings for Aboriginal and post-contact sites of significance which enhance their preservation and interpretation.

### **Walking paths**

1. Provide safe and accessible walking path systems that links residential areas with community facilities and the open space system.
2. Provide crossings of major roads by underpasses along the major watercourse park system and at-grade crossings, and ensure that all walking paths link to such crossings.
3. Ensure that underpasses have a high level of through visibility.
4. Provide all-weather surfaces on walking paths.
5. Separate commuter cycling routes from the walking paths.
6. Extend the walking path network to link the existing Gungahlin neighbourhoods.

### **Cycleways**

1. Establish a safe and convenient two tier cycleway system;
  - A commuter system based on designated roadway lanes adjacent to the boulevards and arterials, linking the major facilities and surrounding districts; and
  - A recreational system based on the open space network linking residential areas with facilities such as schools and shops.

### **Roads**

1. Establish a formal street system interlaced with the natural landscape patterns and the open space network.
2. Make the residential streets an integral part of the open space system and use them to provide for safe and convenient pedestrian circulation.
3. Use the streets to provide views to local open space and major external landscape features.
4. Design the landscape to deal effectively with road noise abatement to residential areas.

## **Conservation Areas**

1. Make the conservation areas part of the overall landscape character of the Central Suburbs by ensuring their visual integration into the open space system of the area.

## **Watercourse Parks**

1. Use the stormwater management and resultant open space system as a formative element in the design of the Central Suburbs.
2. Provide a linear park system running through the residential sectors which fulfils multiple functions
3. Provide a low environmental impact system for managing stormwater runoff.
4. Use this system to provide visual improvement and added environmental amenity of the area and potential for use as wildlife corridors.
5. Ensure that parks created to manage stormwater and the features within them, are located, sized and designed to be part of the total open space system of the Central Suburbs.

## **Local parks**

1. Provide local parks in residential areas where private open space is limited and the distance to the public open space network is greater than 200m
2. Provide opportunities for productive community gardens and/or playgrounds within local parks

## **Community gardens**

1. Encourage community gardens in higher density residential areas for use by local residents for growing flowers or vegetables.
2. Encourage composting facilities at each community garden area.
3. Re-use stormwater for irrigation of community gardens where practicable.

## ***Central Suburbs Heritage***

1. Use the landscape system to conserve and reinforce the cultural and heritage values of the Central Suburbs by inclusion of all significant heritage sites into landscape areas and the use of appropriate landscape measures to reinforce the significance of those sites.
2. Incorporate into an informal woodland park adjoining and linked to the Town Centre an area that includes two of the suficial chert sites and the ruins of “The Valley” homestead.
3. Incorporate the Red hill Ochre quarry into an open space sufficiently large to protect it from intrusion and any potential damage.
4. Incorporate the line of the historic Wells Station road into the Central Suburbs urban structure and allow development adjacent to it only in a

manner sympathetic to its heritage nature but befitting its location in a densely developed urban area.

5. Incorporate Wells Station and Gungaherra homesteads into the landscape system to ensure an appropriate visual curtilage.
6. Provide a site adjacent to the informal woodland park for a Heritage and Discovery Centre which can facilitate activities, education, exhibition and interpretation related to the natural cultural and heritage values of the area.
7. Incorporate the Inglewood homestead site in urban open space and provide an open space link to the historic tree lanes in Mulligans Flat.

### ***Central Suburbs Utilities***

Services provision in the Central Suburbs is governed by principles that:

1. Locate all utilities, including telecommunication utilities where practicable, underground.
2. Establish trunk utilities easements in the master planning of each development area. Where practicable, these easements are not to be in conservation areas.
3. Where practicable locate utilities in common trenches.
4. Where practicable locate utilities in the road verge on one side only with common conduits at regular intervals under the carriageway to service the other side.

### ***Central Suburbs Staging***

Staging of development is based on the principles that:

1. The layout allows for staged growth whilst still maintaining a sense of completeness between stages.
2. The staging ensures a cohesive community structure and appropriate services at each stage of growth.
3. Vehicle, pedestrian and bicycle connections to existing adjacent suburbs are provided early in the development.
4. The broad landscape structure is established from the first stages of the development and includes open space and street planting.
5. Street construction is coordinated with other development, and phased to ensure efficient public transport access from the outset.
6. Progressive stabilisation is allowed for by reducing the area disturbed at any one time thus reducing the risk of soil erosion.