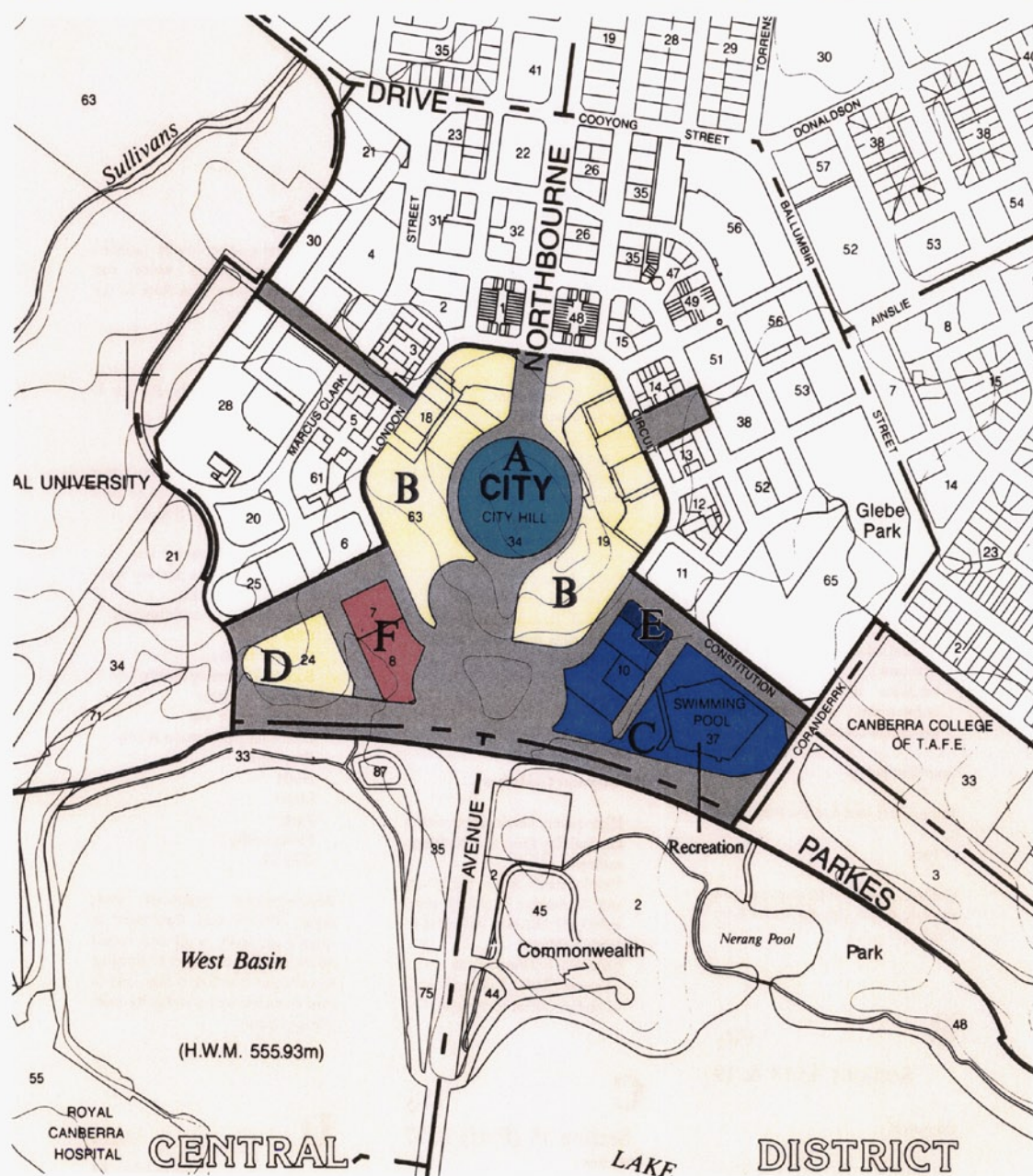


- Community Facility
- Road
- Uncommitted Land
- Adjoining Central National Area Maps

* Refer to Appendix H for Design and Siting Conditions which apply to all blocks

Figure 9
**The Central National Area
 (Acton)**



Predominant Landuses:

- Offices
- Commercial
- Road
- Residential
- Administrative/Cultural
- Social/Community/Educational
- Open Space

Adjoining Central National Area Maps

Figure 10
**The Central National Area
 (City)**

A City Section 34

Objectives:

The objectives of the land use policy for the public open space areas are to:

- . develop attractive parks in Civic for the use of workers, shoppers visitors and residents
- . Provide parks as a venue for recreation to increase the enjoyment of the facilities of Civic
- . Provide areas for rest and relaxation
- . Provide 'Green Spaces' as a relief in, and element of, the centre structure
- . Facilitate the construction of convenient and attractive pedestrian routes

Land Use Policy

The primary land use for Precinct A is:

- . Park

Limited uses complementary and ancillary to the primary use will be considered.

B City Sections 63,18 & 19

Objectives

The main objectives of the land use policy for this precinct are to:

- . Provide land for administrative uses
- . Provides for a wider range of uses to add diversity to Civic, including hotels, tourist and entertainment facilities, private sector offices, offices and carparks

Land Use Policy

The primary land use for precinct B is:

- . Administrative Use

Other land uses permitted are:

- . Retail
- . Cafe, bar restaurant
- . Personal service
- . Office
- . Casino
- . Tourist facility
- . Indoor recreation facility
- . Cultural facility
- . Social/Community facility
- . Health centre
- . Place of assembly
- . Education establishment
- . Scientific Research Establishment
- . Community protection facility
- . Residential
- . Hotel
- . Motel
- . Park
- . Carpark

Development Guidelines

- . High quality development with a low building form in a landscape setting
- . Development opposite the Sydney and Melbourne Buildings must reflect the historical character of those buildings
- . Maximum building height:
 - Vernon Circle (3 storeys)
 - London Circuit (6 storeys)

C City Section 10 (Part) & 37 Objective

The main objective of the land use policy for the tourist and recreation area is to ensure that the area in Civic is reserved for the provision of commercial recreation facilities to serve the health, fitness and leisure needs of the workforce, Canberra residents, tourists and visitors to the Centre. Complementary to this main objective it is also intended that the

area accommodate tourist facilities and accommodation which can benefit from a location close to the Convention Centre.

Land Use Policy

The primary land uses for Precinct C are:

- . Tourist facility
- . Indoor recreation facility
- . Outdoor recreation facility but a publicly accessible Olympic Pool complex must be included.

Other land uses permitted are:

- . Retail (ancillary to primary use)
- . Cafe, bar, restaurant.
- . Personal service establishment
- . Club
- . Cultural facility
- . Social/Community facility
- . Place of assembly
- . Administrative use
- . Community protection facility
- . Residential
- . Hotel
- . Motel
- . Park
- . Public utility
- . Carpark

Redevelopment proposals must always ensure that floodwater is catered for as the south-east corner of the precinct is subject to flooding by overland stormwater flow, and in rare circumstances possibly by Lake Burley Griffin.

D City Section 24

Objectives

The objective of the land use policy for the area is to provide opportunities for the development of

cultural, institutional and education facilities which serve both the City and the University

Land Use Policy

The primary land uses intended for Precinct D are:

- Education establishment
- Cultural facility

Other Land Uses permitted are:

- Retail (ancillary to primary use)
- Cafe, bar, restaurant
- Personal service establishment
- Office (ancillary to primary use)
- Club
- Tourist facility
- Indoor recreation facility
- Outdoor recreation facility
- Social/Community facility
- Health centre
- Place of assembly
- Administrative use
- Residential
- Motel
- Park
- Carpark

Development Guidelines

- Generally 3 storey developments (maximum, freestanding, in landscaped setting)
- National Institute of Arts to be subject to special comprehensive precinct plan

E City

Section 10 Blocks 14 15

Objectives

The objectives of the land use policy for the office areas are to:

- Maintain Civic as the main metropolitan office employment location
- Group employment opportunities in close support of retail areas

Land Use Policy

The primary land use intended for Precinct E is:

- Office

Other land uses permitted are:

- Retail
- Cafe, bar, restaurant
- Bank
- Co-operative society
- Personal services establishment
- Consulting rooms
- Club
- Indoor recreation facility
- Cultural facility
- Social/community facility
- Church use
- Health centre
- Place of assembly
- Administrative use
- Community protection facility
- Residential
- Hotel
- Motel
- Passenger transport facility
- Carpark

F City

Sections 7 & 8

Objectives

The objective of the land use policy for the area is to promote a range of intensive residential uses so that Civic can benefit from increased use of services at evening and weekends.

The precinct is close to the leisure, recreation, retailing and business facilities and services offered by Civic and is close to the recreational opportunities provided by the lake.

Land Use Policy

The primary land uses permitted in Precinct F are:

- Residential
- Hotel
- Motel

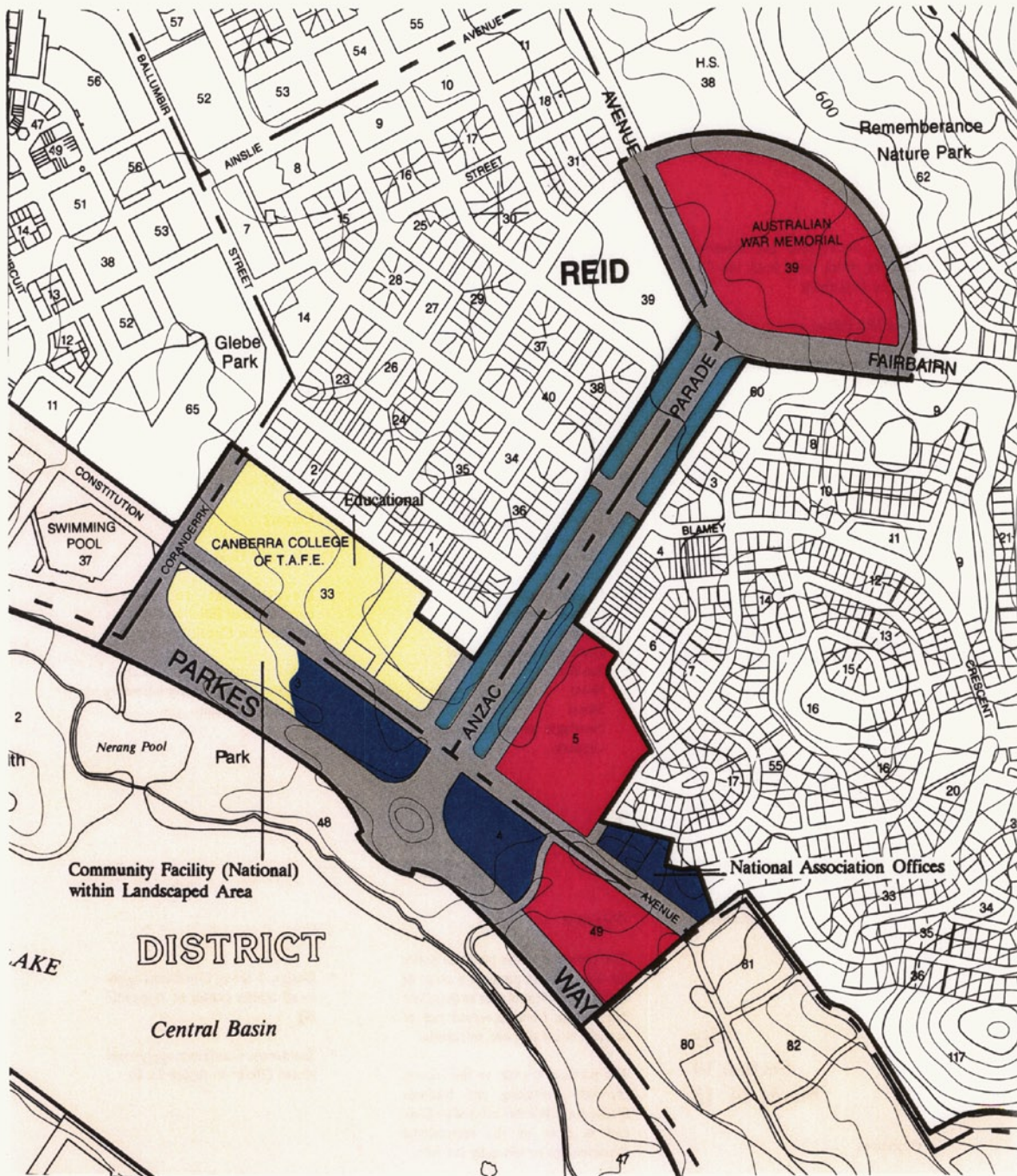
Other land uses permitted are:

- Retail (ancillary to primary use)
- Cafe, bar, restaurant
- Co-operative society
- Bank
- Personal service establishment
- Office (ancillary to primary use)
- Club
- Tourist facility
- Indoor recreation facility
- Cultural facility
- Social/community facility
- Place of assembly
- Park
- Carpark

Development Guidelines

- Development to reflect importance of Edinburgh Avenue and London Circuit frontages.
- Developments in Section 6 City to abut the front property boundary on London Circuit.

- Design & Siting Conditions apply to all blocks (Refer to Appendix H)
- Townscape Conditions apply to all blocks (Refer to Appendix L)

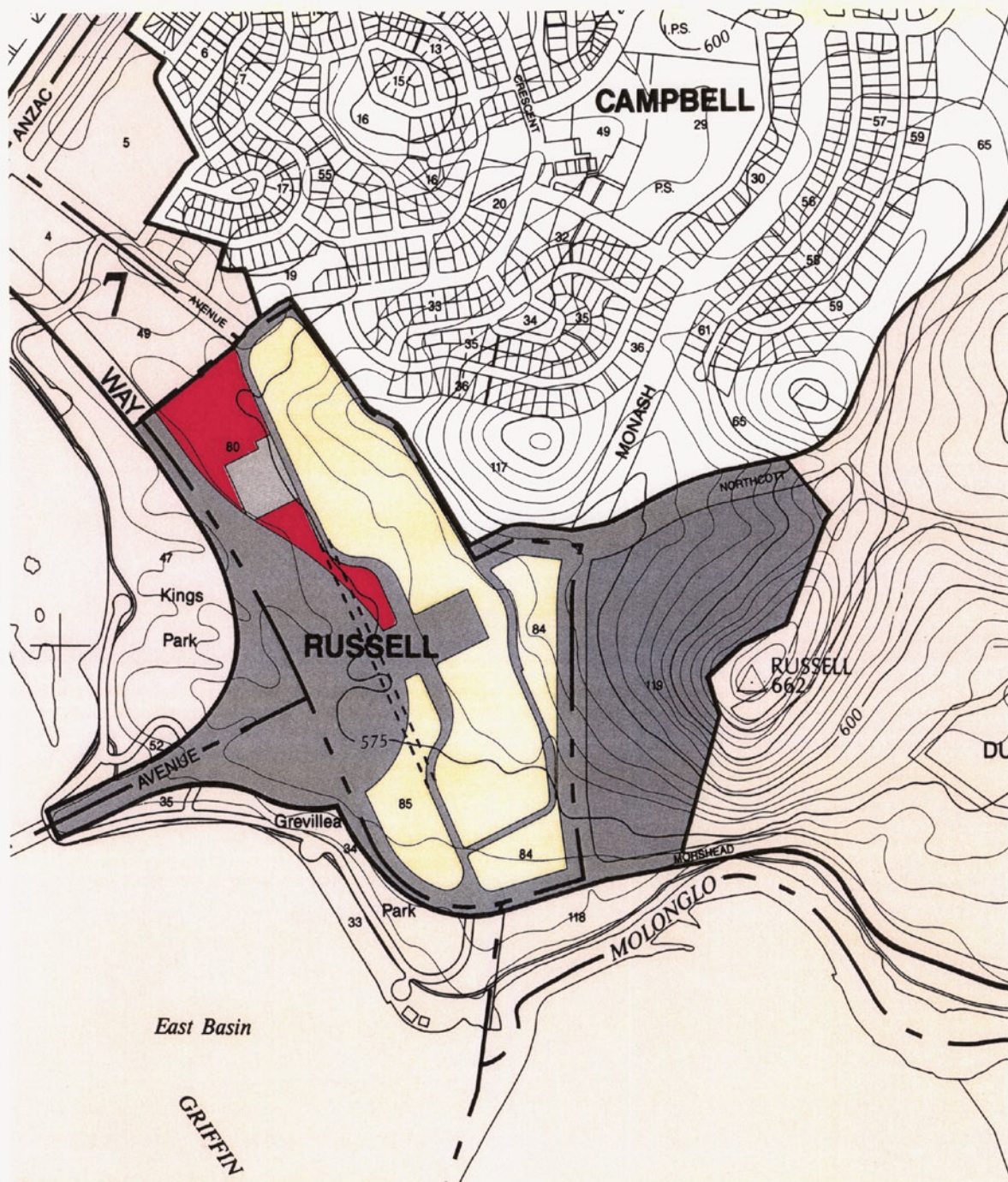


- National Capital Use
- Offices
- Road
- Open Space
- Community Facility

Adjoining Central National Area Maps

* Refer to Appendix H for Design and Siting Conditions which apply to all blocks

Figure 11
**The Central National Area
 (Anzac Parade &
 Constitution Avenue)**



- National Capital Use
- Defence Installation
- Open Space
- Carpark
- Road
- Proposed Realignment

Adjoining Central National Area Maps

* Refer to Appendix H for Design and Siting Conditions which apply to all blocks

Figure 12

The Central National Area (Russell)

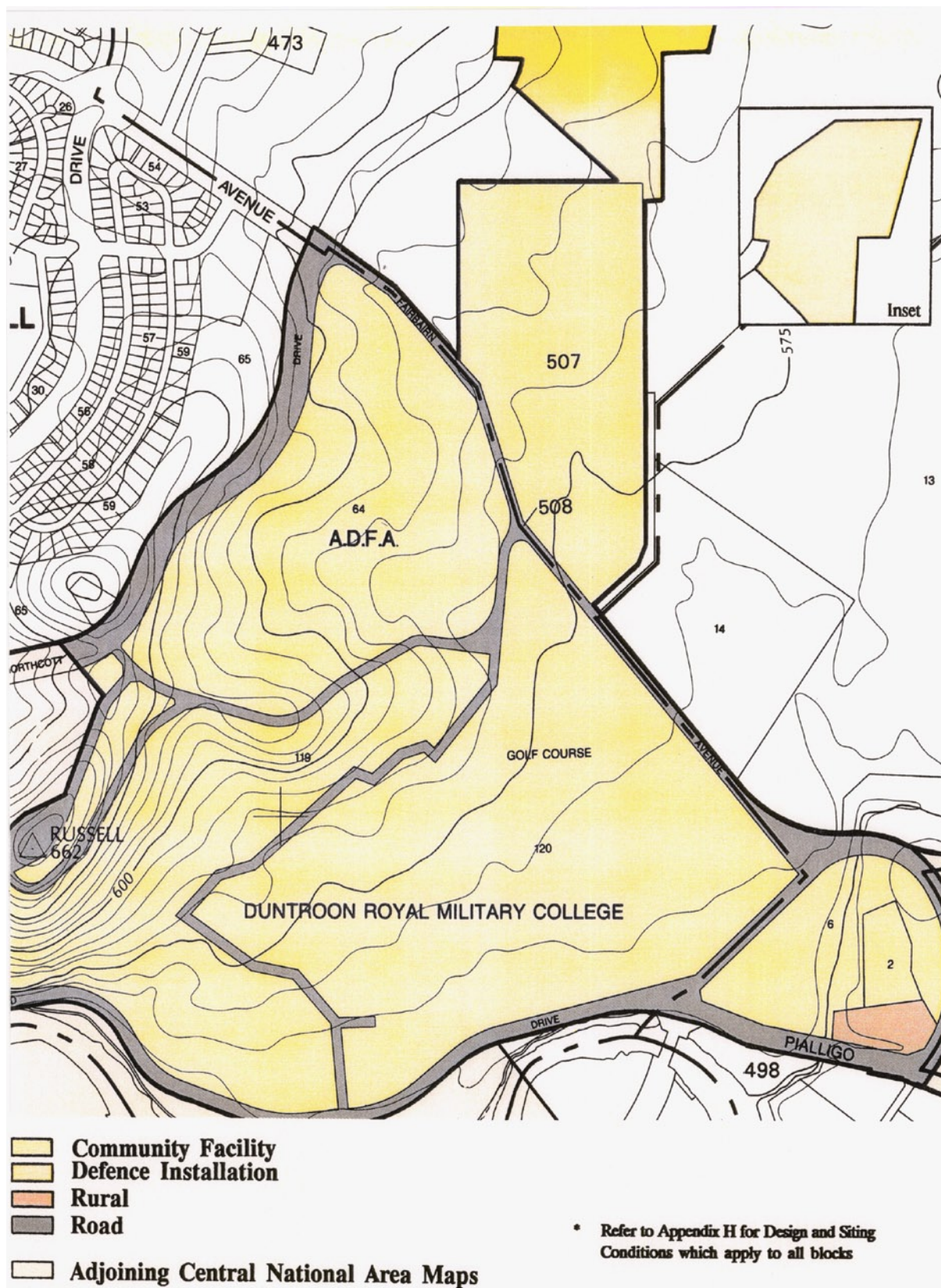


Figure 13
**The Central National Area
 (Duntroon, ADFA &
 Campbell Park)**



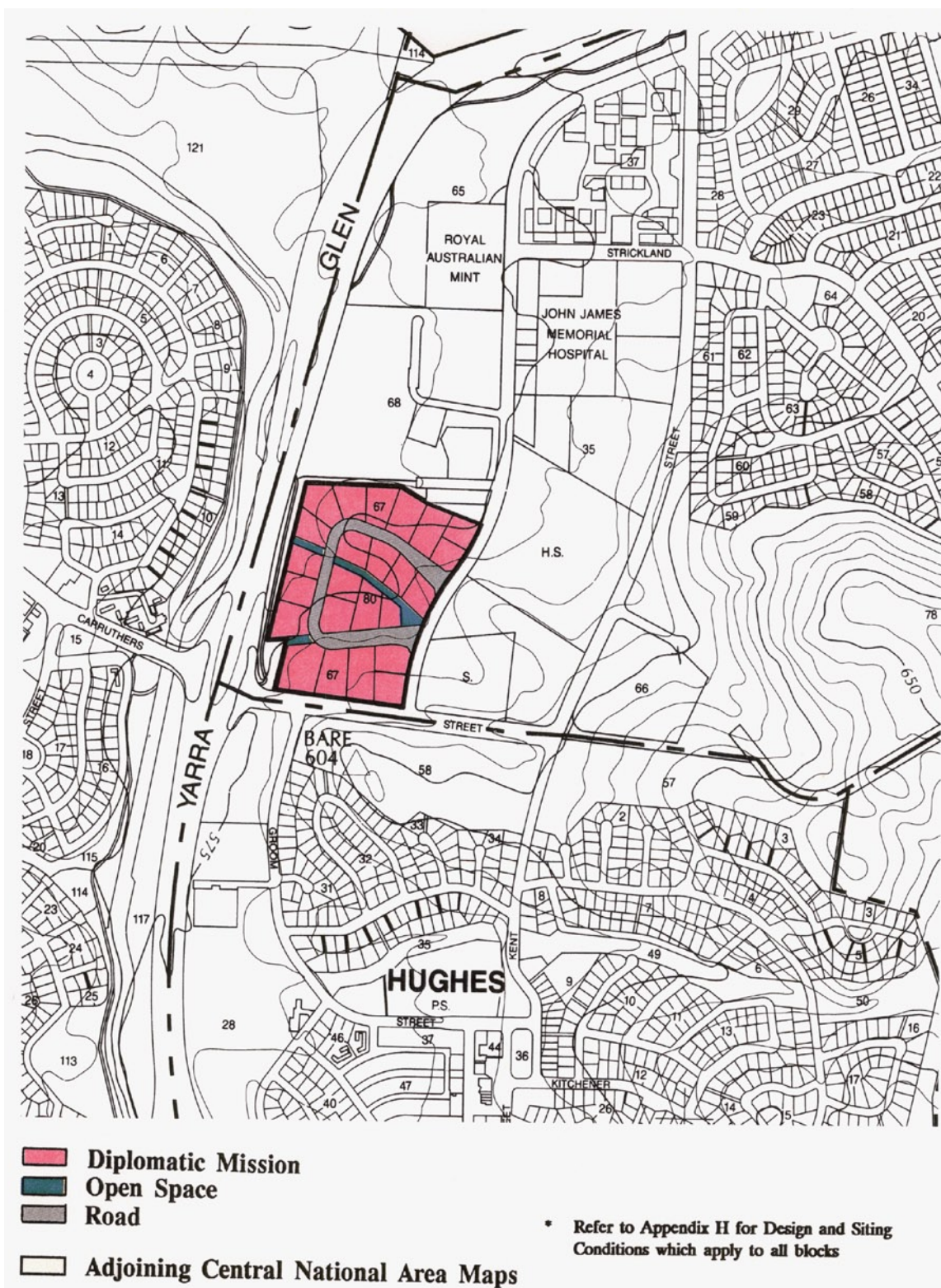
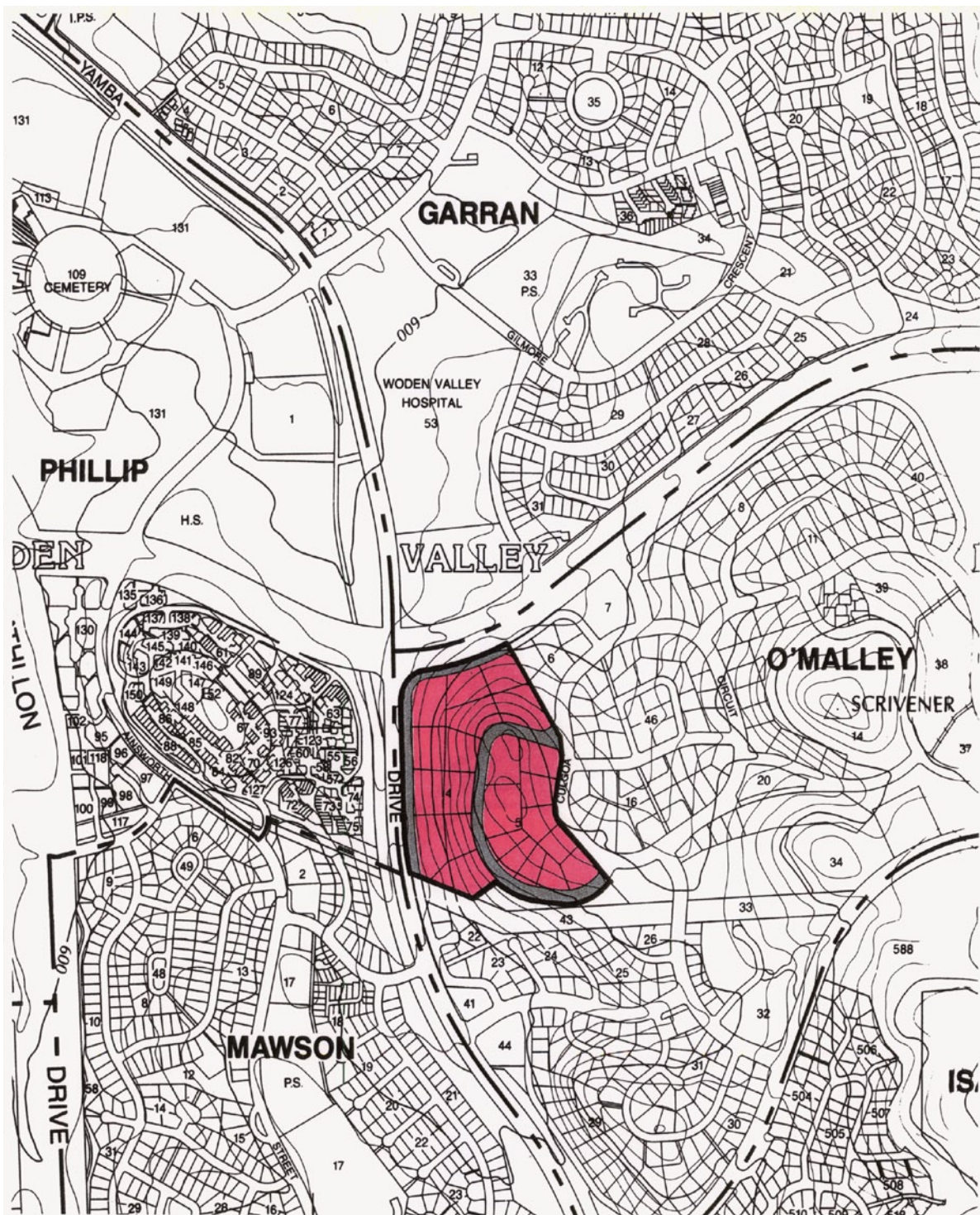


Figure 15
**The Central National Area
 (Diplomatic Area – Deakin)**



Diplomatic Mission

Road

Adjoining Central National Area Maps

* Refer to Appendix H for Design and Siting Conditions which apply to all blocks

Figure 16

The Central National Area (Diplomatic Area - O'Malley)

Consideration may be given to the operation of a small punt across Yarramundi Reach to link Weston Park and the Museum site, provided that it does not interfere with other Lake users and subject to a full assessment of its environmental impact.

The natural shoreline will be maintained with a walkway and cycleway across Yarramundi Inlet to protect the wetland/waterbird habitat at the northern end.

The northern foreshore at Yarramundi Reach has been reserved for the National Museum of Australia. Public access to the Lake foreshores will be maintained here with provision for a wharf and associated structures at the Lake entrance to the Museum.

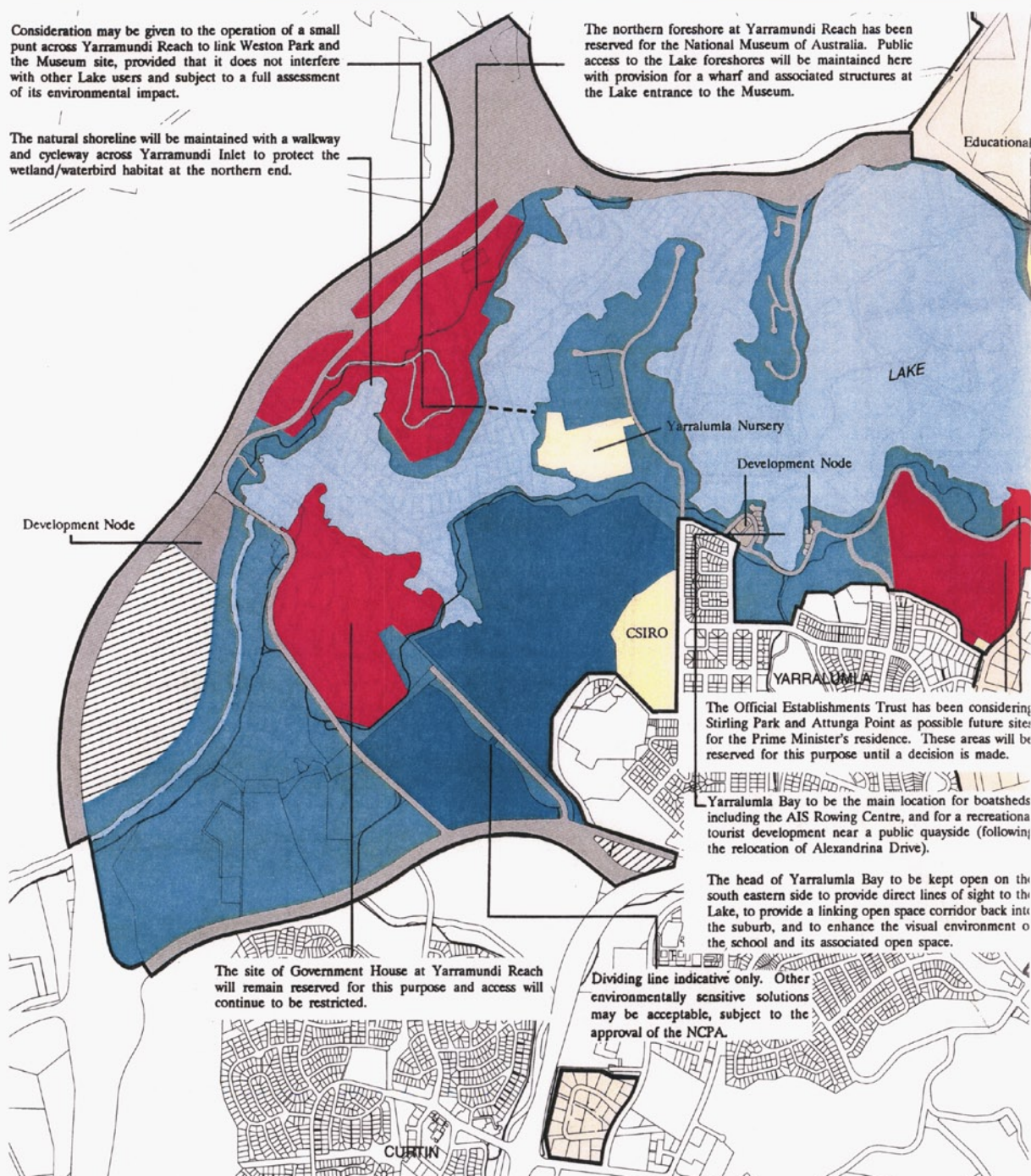
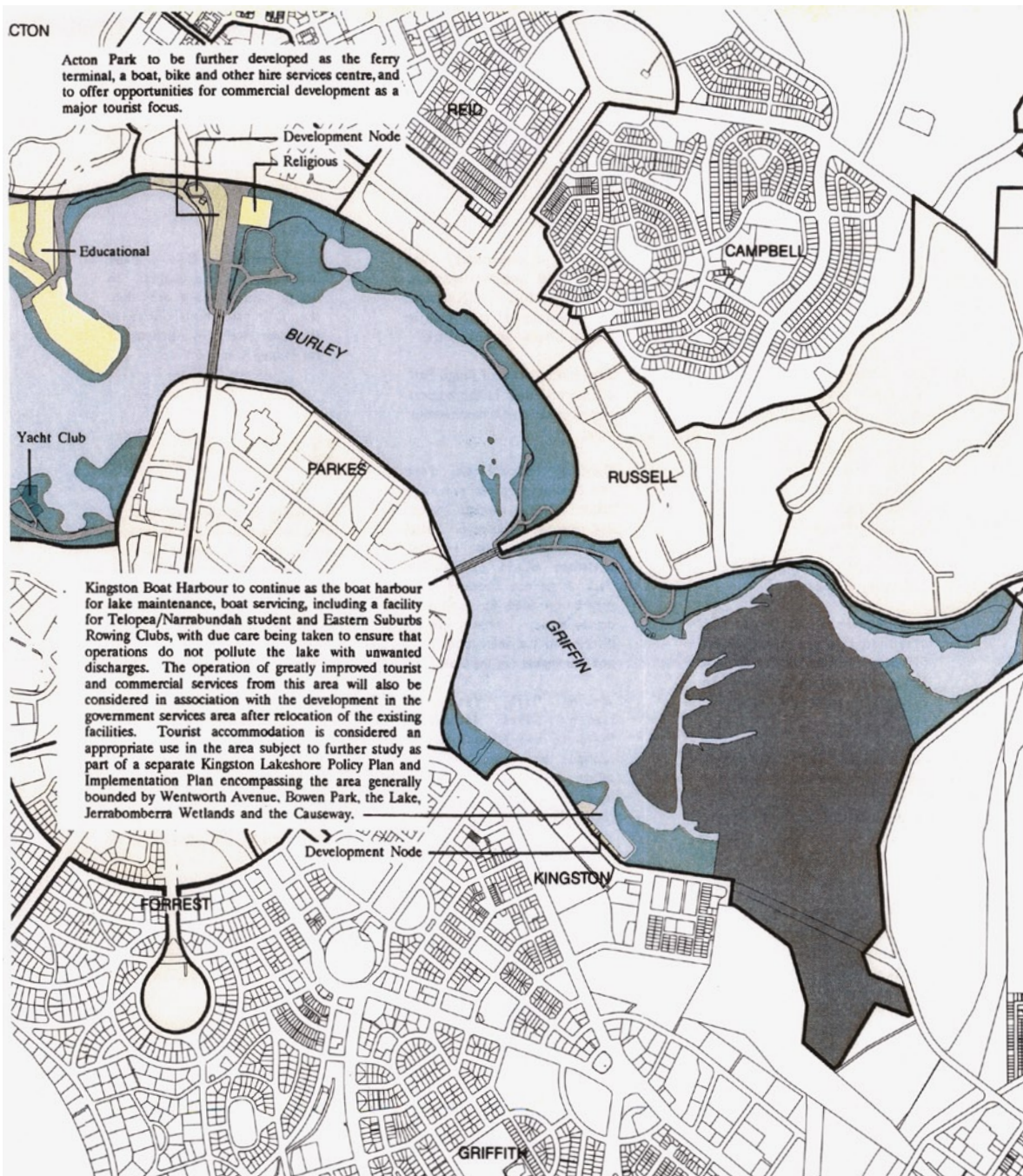


Figure 17

The Central National Area (Lake Burley Griffin and Foreshores)



- National Use
- Clubs
- Water Features - see Note B on the following page
- Road
- Administrative and Utility Services
- Development Nodes - see Note C on following page
- Community Facility
- Nature Conservation Area - see Note D on following page
- Restricted Access Open Space
- Open Space (Park) - see Note A on following page
- Uncommitted Land
- Adjoining Central National Area Maps

A Parkland Recreation

There are many areas around the Lake where public recreation and free public access have complete priority. These are:

- . Commonwealth Park
- . Kings Park
- . Grevillea Park
- . Bowen Park
- . Lennox Gardens
- . Weston Park
- . Black Mountain Peninsula
- . Yarralumla Beach

Some commercial concessions such as refreshments and other facilities for visitors will be allowed in these areas but only when they are compatible with the recreation use.

The policies are to provide parkland with particular landscape character or themes for particular areas so as to achieve a diversity of recreation settings, some of which will be less developed than others.

- . Commonwealth Park will continue to be developed as an intensively used horticulture park (which will include a Bicentennial Floriade) for informal recreation and for major group and festive activities. Stage 88 Music Bowl has been developed in Commonwealth Gardens near Nerang Pool and Commonwealth Park will be linked to Kings Park by a pedestrian promenade along the Lake foreshore. The north western part on Commonwealth Park will be linked to Kings Park by a pedestrian promenade along the Lake foreshore. the north western part on Commonwealth Park will be developed for detailed horticultural display,

including a conservatory and walled and scented gardens. Another kiosk refreshment room/ restaurant may also be built in Commonwealth Park.

- . The development of Kings Park will be reviewed in the context of pressures on Commonwealth Park.
- . Grevillea Park, Bowen Park and Lennox Gardens are to be major lakeside vantage points and special landscape parks with emphasis on seasonal landscape effects. In Grevillea Park & Lennox Gardens, sites may be provided for small scale developments which relate directly to the recreational use and enjoyment of the Lake.
- . Weston Park, Yarralumla Beach, Black Mountain Peninsula and Acton Park will continue to be predominantly urban recreation parks with beachside swimming, special playgrounds, and barbecue areas. Beachside recreation areas are to be extended in suitable places.
- . Development is to be limited to small scale items that help recreation and tourism. They may include commercial concessions for kiosks, refreshment rooms, restaurants, other entertainment, and hire facilities as appropriate to the area.
- . This will not include the development of private licensed clubs or the extension of facilities other than those that already exist at the Canberra Yacht Club.
- . New clubhouses or boatsheds for rowing or canoe clubs may be located on the western side of Black Mountain Peninsula if they cannot be accommodated

in Yarralumla Bay. The buildings will be subject to design controls to ensure that they fit in with the landscape of the Lake (Refer to Appendix J for Design Controls)

B The Lake

The policy is to allow all users of the Lake access to all its waters and its foreshore (except as may have been agreed under provisions of the Lakes Ordinance) while minimising the problem of conflicting demands. It may be therefore be necessary to:

- . limit the facilities and number of access points for some activities, and restrict launching areas to specific sections of the Lake where there will be no danger to swimmers.
- . restrict parking so that it does not prevent the enjoyment of any area or downgrade the appearance of the lakeshore.

These steps will be considered in the light of any potential conflict of uses and with due consideration for questions of hydraulics and water quality.

Yarramundi and Tarcoola Reaches and in Westlake, the diverse natural shoreline and good water quality are to be maintained. The shoreline macrophyte areas which are important fish and water bird habitats in Yarramundi Inlet and Nursery Bay are to be protected.

Yarramundi Reach is to accommodate a rowing course as well as other boating. Westlake and West Basin are to remain the main areas for sailing, sailboarding, and beachside

swimming. Moorings for yachts are to be provided in selected locations and consideration may be given to constructing a marina in Lotus Bay. The formal national capital character of the Lake as the key element of the Griffin Plan is to be fully expressed in the Central Basin, while East and West Basins are to respond to the architectural character of the central area.

Existing facilities for Lake maintenance and boat servicing in Kingston Boat Harbour, and the floating gate in Yarramundi Inlet (used to operate Scrivener Dam) are to be retained.

Molonglo River is to provide a quiet backwater for boating, fishing and birdwatching. The tree-lined banks and marginal habitats for waterbirds, fish and aquatic mammals are to be protected. Upstream of Dairy Road Bridge, the Molonglo River may be used for power boats and water skiing.

The masses of submerged aquatic plants between Springbank island and Acton Peninsula are to be controlled and the Lake may be deepened here if necessary. Macrophyte beds in East Basin may be retained as a means of controlling algae.

Ferry wharfs may be provided in various places including Yarramundi Reach to give access to the proposed National Museum of Australia. Fishing and viewing platforms may also be provided in selected locations.

C Development Nodes

Development is to be limited to uses related to recreation and tourism and may include commercial concessions for kiosks, refreshment rooms or restaurants, other tourist purposes, and hire facilities, subject to agreements made under the provisions of the Lakes Ordinance. Tourist accommodation will not be permitted at Acton Park or Yarralumla Bay.

The types of use and development are to conform to the Technical and Management Guidelines at Appendix J and will be subject to stringent conditions to ensure that the development harmonises with the surrounding areas. In all cases public access to the lakeshore will be preserved.

D Conservation

Yarramundi Reach's natural shoreline and key wetland waterbird and aquatic mammal breeding habitat in Warrina, Yarramundi and Acacia Inlets will be conserved and protected.

The following sites of significance around the lake will be given special consideration to protect them in the most appropriate way, and conservation plans will be prepared for key sites:

- . Jerrabomberra Wetlands
- . Blundells Cottage
- . Acton Geological Site
- . Black Mountain Peninsula
- . Stirling Park
- . Government House
- . Westbourne Woods
- . Canberra Incinerator
- . Acacia, Yarramundi and

Warrina Inlet Wetlands
Commonwealth Park Geological
Site

* Refer to Appendix I for Jerrabomberra Wetlands Conditions which apply in Area D

* Refer to Appendix H for Design and Siting Conditions which apply to all blocks

Main Avenues and Approach Routes

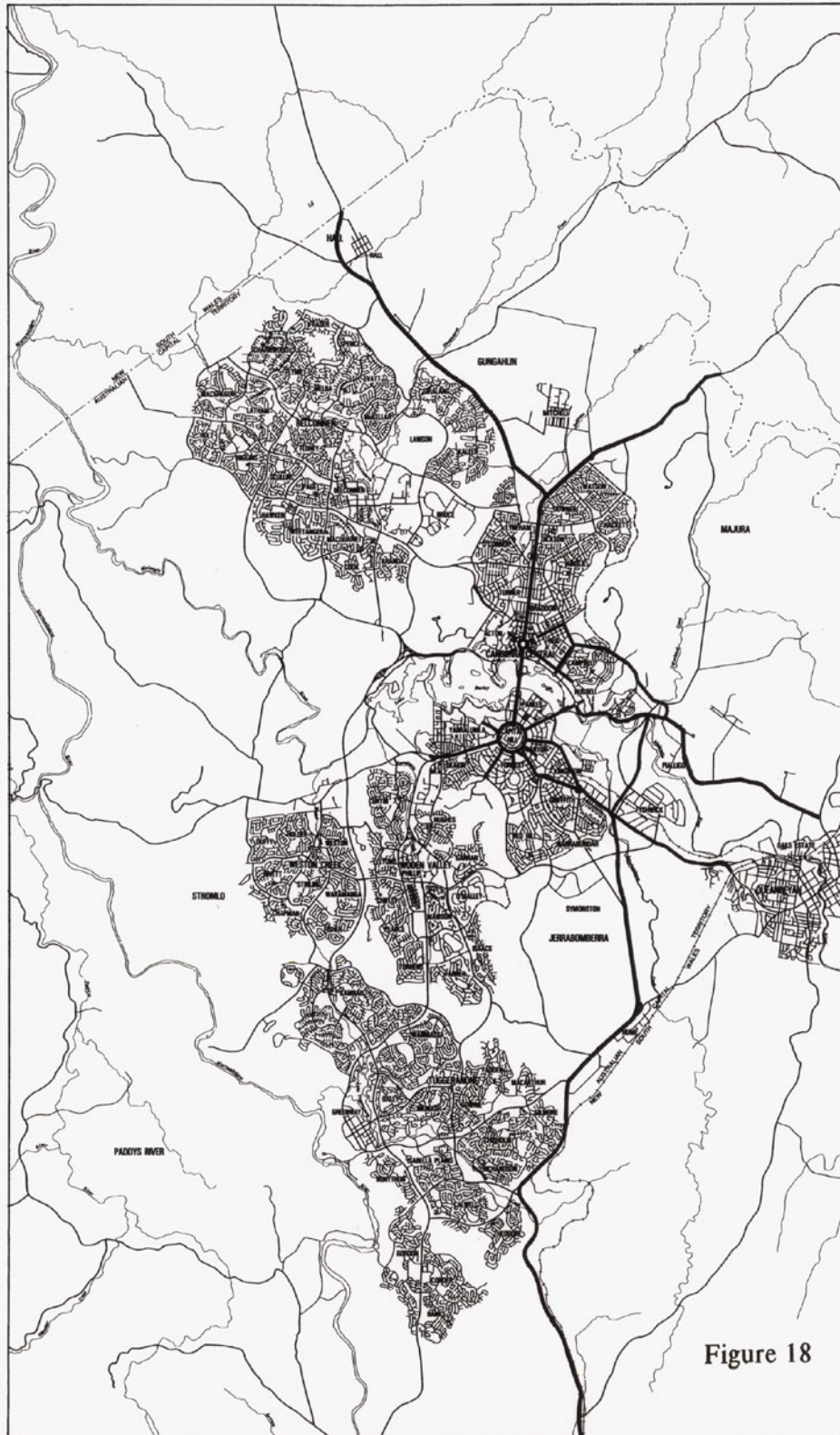


Figure 18

2. Main Avenues and Approach Routes

2.1 Background

Canberra's main avenues and approach routes have historically been subject to rigorous planning scrutiny and care has been taken to ensure that suitably high standards of development and landscaping have been observed.

A traveller's first perception of a city's character is gained upon approach and arrival. When arriving in Canberra it is important that the traveller is immediately aware of the special symbolic and functional significance of the National Capital.

Design policies are concerned with achieving awareness of this special significance through the following:

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

To create an identifiable approach, which increases in formality as the Central National Area is neared, and which clearly signifies the symbolic and functional roles of the National Capital:

- buildings which enhance the approach route function should front these roadways
- the main avenues are to be enhanced in their formal character and maintained to the highest standards

Main avenues and approach routes have also previously been identified as "Areas of Special National Concern" in a 1964 Cabinet decision subsequently incorporated in the gazetted planning policies for Canberra. It is important that development within the road reservations, including signs and landscaping, continues to be subject to high standards of design and landscaping and continues to recognise the importance of these routes as introductions to the National Capital.

The Main Avenues and Approach Routes include the land within the boundaries of the reservations of the following roads:

Main Avenues

- | | |
|-----------------------|-----------------------|
| • State Circle | • Constitution Avenue |
| • Commonwealth Avenue | • Kings Avenue |
| • Brisbane Avenue | • Sydney Avenue |

- Canberra Avenue (to Hume Circle)
- Adelaide Avenue
- Northbourne Avenue
- University Avenue
- Limestone Avenue (south of Ainslie)
- Wentworth Avenue
- Hobart Avenue
- Melbourne Avenue
- Perth Avenue
- Edinburgh Avenue
- Ainslie Avenue
- Anzac Parade

Approach Routes

- Barton Highway
- Federal Highway
- Fairbairn Avenue
- Morshead Drive/Pialligo Avenue to the ACT border
- Canberra Avenue from Hume Circle to the ACT border
- Monaro Highway and its extension as the Eastern Parkway to Morshead Drive.

2.2 Designated Area “Main Avenues and Approach Routes”

The areas identified at Figure 18 are specified as Designated Areas under the provision of Section 10.(1) of the *ACT (Planning and Land Management) Act 1988*.

The objective for planning and development is to establish and enhance the identity of the approaches to the Central National Area as roads of national significance and, where relevant, as frontage roads for buildings which enhance the National Capital function and as corridors for a possible future inter-town public transport system.

This will be achieved by ensuring that works within the reservations are carried out to the highest standards, by maintaining and enhancing landscaping, and by facilitating the flow of traffic as far as may be possible in consistency with this principle.

Detailed Conditions of Planning, Design and Development

- (i) Road pavements, medians, footpaths and verges will be developed to consistently high standards. Signs will generally comprise traffic, directional and visitor information signs, and unnecessary repetition will be avoided.
- (ii) The Main Avenues and Approach Routes will be developed and maintained as high quality landscaped corridors. In built-up areas, the established design theme of irrigated grass verges and medians and formal tree plantings will be maintained. In areas of intensive pedestrian use, high quality paving is to be used. The Authority will prepare landscape plans for Approach Routes beyond the built-up areas.
- (iii) Traffic is to be managed to ensure the continued effective function of the Main Avenues and Approach Routes. The Main Avenues will provide access to fronting buildings where practicable, and where traffic safety and flows are not adversely affected.
- (iv) As soon as practicable after the coming into operation of this Plan, all road and landscaping maintenance is to be programmed and scheduled in accordance with a Management Plan approved by the NCPA, which will set the standards for maintaining medians and verges, including landscaping, lighting and street furniture. Pending the preparation of the Management Plan, maintenance works shall be the subject of liaison with the Authority, and the Authority will identify those works or classes of work which require more formal approval.

2.3 Special Requirements for Main Avenues

It is in the interests of the National Capital that development flanking main avenues in the city is of a type and quality that will enhance the role and status of the city. For the purposes of Special Requirements the Main Avenues are:

- Northbourne Avenue, between Antill Street/Mouat Street and Haig Park
- Adelaide Avenue, outside the Central National Area
- Canberra Avenue, between Hume Circle and the Central National Area
- Wentworth Avenue, from Hume Circle to Brisbane Avenue
- Brisbane Avenue, outside the Central National Area
- Constitution Avenue

These Special Requirements apply to development on land (not included within any Designated Area) adjacent to the Main Avenues.

Special Requirements

Development is to conform to Development Control Plans (agreed by the Authority) which seek to secure the integrity of the Main Avenues as approaches to the Parliamentary Zone and ensure that the setting, buildings and purposes of development enhance that function. In particular, the Development Control Plans will be required to:

- (i) make provision for national uses, offices for national associations, tourist accommodation and residential development
- (ii) seek high standards of building design and finish. External materials should be predominantly light in tone and require little maintenance. Continuous glass facades should be avoided. Criteria for controlling the use of reflective glass should be incorporated.
- (iii) incorporate the following where Main Avenues are the final approaches to the Parliamentary Zone:
 - building height controls to ensure that buildings are at least 3 storeys in height. The controls may limit buildings to 3 storeys in height or allow a maximum of 4 storeys. Plantrooms to be additional to these heights
 - building lines to be 10 metres. The area in front of the building line is to be landscaped, and exclusive of parking. Minor encroachment of basement parking into this area may be considered where this would not detract from the quality of the landscape treatment and where the parking is located beneath a driveway or other paved area. Canopies may cover setdown areas forward of the building line
- (iv) incorporate the following where Main Avenues have commercial frontages:
 - building height controls on Northbourne Avenue to ensure that buildings are at least 3 storeys plus plant rooms in height, provided that for special uses such as a tourist information centre the Development Control Plan may permit consideration of exceptions to this requirement. The controls may limit buildings to 3 storeys in height or provide for a maximum parapet height of 25 metres above natural ground level. Elsewhere, maximum heights may be up to 4 storeys, plus plantrooms. Where these maximum heights are already exceeded by existing buildings, extensions or rebuilding up to the height of the existing building may be permitted with the agreement of the Authority.

- building lines to be 10 metres except within the City Division. The area in front of the building to be landscaped, and exclusive of parking. Minor encroachment of basement parking into this area may be considered where this would not detract from the quality of the landscape treatment and where the parking is located beneath a driveway or other paved area. Canopies may cover set-down areas forward of the building line
- (v) generally provide for buildings to not exceed the height of the established tree canopy (typically 3-4 storeys), where Main Avenues have primarily landscaped frontages
- (vi) consider parking, vehicle access, and the traffic impacts of development. Access from and to the Avenues shall be permitted where practicable and where traffic safety will not be affected adversely.

2.4 Special Requirements for Approach Routes

It is in the interests of the National Capital that development flanking Approach Routes to the city is of a type and quality complimentary to the role and status of the city. For the purposes of Special Requirements the Approach Routes are:

- the Barton and Federal Highways from the ACT borders to their junction with Northbourne Avenue, and extending to include Northbourne Avenue north of Antill Street/Mouat Street
- the Monaro Highway from the ACT border and including its extension as the Eastern Parkway to Morshead Drive
- Canberra Avenue from the ACT border to Hume Circle
- Pialligo Avenue from the ACT border to Morshead Drive
- Fairbairn Avenue

These Special Requirements apply to development on all land (not included within any Designated Area) which fronts directly onto the Approach Routes AND is not more than 200 metres from their middle lines.

Special Requirements

Development is to conform to Development Control Plans agreed by the Authority, which seek to enhance the surrounding predominantly rural character and landscape outside the urban areas. As the Approach Routes enter the built up areas, the emphasis shall shift to a more formal character.

3. Employment Location

3.1 Background

Canberra's urban development has to date taken place in a series of separate towns created by providing new suburban housing areas in the city's several major valleys, keeping development off the intervening hills and ridges.

The most recent evaluation of a strategic plan for the development of the National Capital, the 1984 Metropolitan Canberra Policy Plan, examined alternative options for the location of major employment and retailing activities.

One option was to direct growth in employment opportunities and retail floor space into the "Central Area" — extending from Acton across Civic to Duntroon and including Parkes and Barton — and into the Woden and Belconnen Town Centres. This option did not provide Tuggeranong and Gungahlin with Town Centres. At an ACT population of about 400 000, this option envisaged Civic growing in employment to 35 000, out of a total "Central Area" employment level of 78 000. Woden and Belconnen would each reach about 18 000.

The second option assumed Town Centres for Tuggeranong and Gungahlin, each with significant levels of employment and retailing. Under this option, at an ACT population of about 400 000, Civic would have 25 000 employees out of a total "Central Area" figure of 64 000. Employment at Woden and Belconnen would be of the order of 12 000 and 14 000 respectively.

The 1984 Metropolitan Canberra Policy Plan concluded that the latter option would confer a number of benefits which it identified as follows — (note that figures quoted are unadjusted 1984 figures):

- *it would have less physical impact, as it would not require the construction of a third crossing of Lake Burley Griffin and as a lower level of road capacity would be required*
- *lower concentrations of air pollutants, a lower incidence of noise pollution and lower traffic volumes in residential streets would occur*
- *a more efficient use of the road system. The reverse loading on roads would be higher and there would be fewer congested traffic links*
- *there would be a 12 per cent saving in user fuel costs*
- *a saving of at least \$120 million on the investment required for urban arterials and parkways*
- *fewer structured car parks would be required, producing a saving of \$80 million to \$100 million*
- *a lower public transport deficit, as peak hour demand would be lower(with)..... more evenly balance directional flows;*
- *(reduced).... length and cost of journeys by residents of all towns, in particular those of Gungahlin and Tuggeranong.*

Metropolitan Canberra Policy Plan Development Plan 1984

Due to increased participation rates, figures for total employment are now considerably higher than expected in 1984. By 1989 Civic had almost reached 25 000 employees and the total "Central Area" figure stood at some 59 000. Clearly therefore, the above analysis now requires re-examination. Until such a review is completed however, the Authority has accepted that the benefits accruing from the location of major employment opportunities in Town Centres within each Town, should still be sought.

High levels of demand for rented office accommodation in recent years have resulted from limited Commonwealth capital investment and new managerial principles providing agencies with greater freedom of locational choice. Private sector developers and investors have responded to this demand by investing in medium to large scale redevelopment for offices, mainly in Civic.

A 1987 review of Canberra's metropolitan development by the Joint Parliamentary Committee on the ACT concluded that the Commonwealth should limit the further expansion of Commonwealth employment in Civic and should take steps to locate additional offices in the city's Town Centres.

Partly in response to this issue, and partly as a result of major departmental restructuring and a desire for colocation of the functions of new and large departments, the Commonwealth Government in 1988 developed a long term strategy for Commonwealth office location. The strategy recognised that while there may be little growth in total employment, there was a need to replace substantial accommodation, to ease overcrowding and to provide additional space in response to the impact of technological change on office space requirements.

The Strategy also:

- limits further growth of Commonwealth office space in Civic
- gives priority to the development of additional office space in Town Centres, particularly Tuggeranong and Belconnen
- limits office accommodation in Parkes and Barton to Commonwealth Departments and agencies requiring close working relationships with the Executive and the Parliament.

In response to this strategy, the Commonwealth in 1989 commenced a major new office development in Tuggeranong for the Department of Social Security.

Growth in Central Area traffic congestion, and deterioration of the environmental and visual quality of this important area of Canberra may seriously affect the quality and significance of the national capital.

Maintaining the option of further employment growth in the town centres is considered important for the preservation of the setting and significance of the Central Area, the location of major national institutions.

The Authority's specific concerns with future employment growth in Civic and other parts of Central Canberra relate to the impact of additional traffic, and the need for expanded roadworks and parking. However, Civic is expected to further develop as Canberra's main business centre, and there are strong private sector preferences for locating there.

If appropriate environmental and related studies show that traffic and environmental concerns can be addressed, and there is scope for additional office developments, the Authority's view is that the current Commonwealth policy of limiting increases in its employment in Civic would be maintained to provide scope for private sector and ACT Government functions to be located there.

Some flexibility in the application of the Commonwealth Government's office location strategy may be necessary in the interests of functional efficiency, but this should not occur on an ad-hoc and essentially unplanned basis. It is desirable that the Commonwealth prepare a programme to serve as the basis for consideration of individual Commonwealth employment location proposals.

For the above reasons, and in the context of broad land use policies, and policies relating to national and arterial roads, the Authority's principle and policies with respect to employment location are as follows.

3.2 Principle for Employment Location

Within the context of broad land use policies and other Commonwealth policies, decisions on the location of Commonwealth employment in Canberra and the Territory should enhance rather than detract from the city's role as the National Capital, and should have full regard to transportation and environmental impacts of all major employment location proposals.

3.3 Policies for Employment Location

- (a) Major employment shall, within the limitations imposed by local and overall transport and environmental considerations, be located within the area shown in Figure 19 and within town centres, industrial centres, Deakin Section 37, and other locations where the Authority considers that a proposal assists the achievement of the above Principle. Office developments outside the major employment locations shall not exceed 2 000m² in gross floor area.
- (b) Land use and development projects in Civic shall not result in increased Commonwealth office employment in Civic, except within the context of a programme agreed by the Authority *or* unless the increases are minor and within Commonwealth Departments or agencies already located in Civic AND it can be clearly demonstrated that such increases are in the interests of functional efficiency.
- (c) Any Commonwealth Department or agency seeking to place additional employment in Civic shall consult the Authority.
- (d) Commonwealth employment will be encouraged to locate in town centres (other than Civic), Parkes, Barton and Russell. The Authority will also assist any Commonwealth efforts to encourage the private sector to invest in such projects.
- (e) Only key Commonwealth policy departments, with Commonwealth Government approval, may be located on National Land in Parkes and Barton within the limitations imposed by local and overall transport and environmental considerations.
- (f) The Authority will assist Commonwealth agencies to consider non-central locations as possible alternatives where town centre locations are not feasible or appropriate.

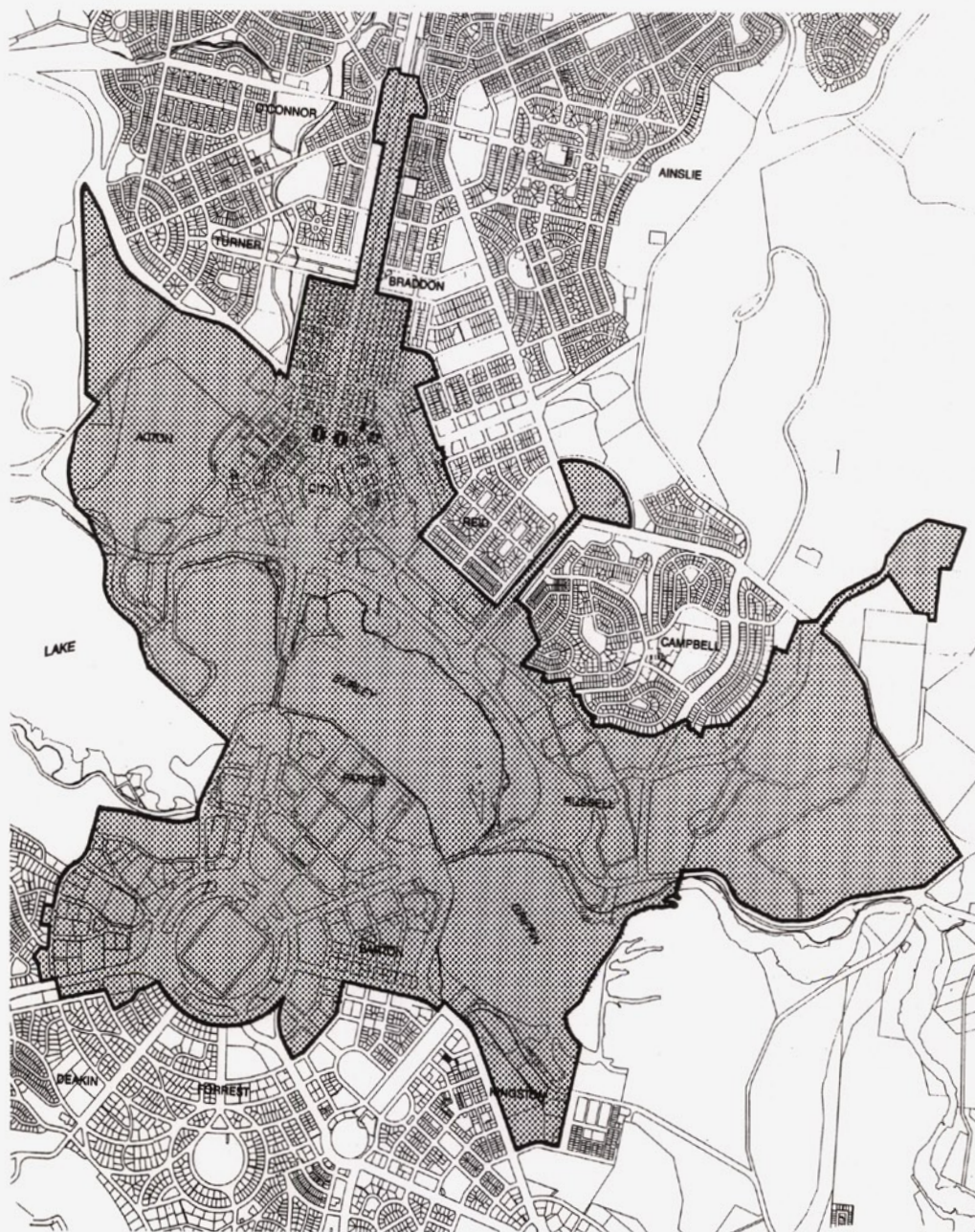


Figure 19

4. Urban Areas

4.1 **Background**

This chapter covers the General Planning Principles and Policies that will apply to urban areas in the Territory, and sets out the special requirements for development of areas, being requirements that are desirable in the interests of the National Capital.

In the Authority's view, urban land in the Territory should continue to be organised as a series of distinct and relatively self-contained towns separated from adjacent towns by hills, ridges and other major open spaces.

The National Capital Plan therefore provides for the continuation of urban development in the Territory as separate and distinct towns set in broad landscaped valleys, with the immediate hills, ridges, and other major open space and the Molonglo River Valley providing separation between towns and the distant mountains providing a natural landscape backdrop.

For the foreseeable future, urban land in Metropolitan Canberra will comprise:

- the existing towns
- the new town of Gungahlin
- the existing villages of Hall, Oaks Estate and Tharwa
- and those industrial areas not yet within towns; Mitchell and Hume.

Additional urban development in the Districts of Canberra Central, Woden-Weston Creek and Belconnen is anticipated through procedures of the Territory Plan.

This land-use structure will accommodate much of the development needs of the next decade (especially if urban consolidation proves effective) but it will need to be reviewed to assess how cost effective it will be in the long term and whether it will continue to be viable as the basis for future decision-making. Part Three of this Plan, in a section on the Future of the Capital, provides background notes on population, employment and housing projections.

Centres

One of the key principles of Canberra's urban structure has been that a hierarchy of centres has been developed, with each town having a centre acting as a focal point for higher order retail functions, commercial services, offices and community facilities.

This hierarchical principle, at the metropolitan level, means that:

- Canberra Central continues to be the main location of metropolitan employment
- Civic has been encouraged to develop as the most specialised retail, commercial, cultural, entertainment and tourist centre
- town centres provide retail, commercial, cultural, entertainment and other facilities to meet community needs, and serve also as locations for office-based employment.

Centres at each level in the hierarchy form the focus of a range of retail, commercial and community facilities and services, in which specialisation increases at successively higher levels.

The integrity of the hierarchy of centres has broadly been maintained with the levels of fulfilling distinct but complementary functions.

Pressures are now being felt for major redevelopment in some centres such as Dickson, Kingston and Manuka. This would be undesirable if major changes to the three centres went counter to the purpose of the hierarchy of established centres.

Continued expansion of services and facilities should be provided for and encouraged in each of the town centres, including Tuggeranong.

Each town should have a town centre. The Territory Plan will provide for a range of lower order centres to meet the varying needs of residents.

Industry

Canberra's industry has been accommodated in industrial estates at Fyshwick, Mitchell, Hume and Bruce and in the area immediately west of Oaks Estate. The location of industry within estates, the placement of these estates where they contribute to overall transport efficiency, and the avoidance of haphazard industrial location throughout the Urban Areas, have contributed to the structure and character of Canberra's development.

The established industrial estates have limited capacity to accommodate additional development. Within the next two to three years sites for new estates need to be established, and planning and design commenced. The Authority supports the development of further industrial estates as a means of increasing the industrial base of Canberra's economy, and to provide a greater diversity of employment opportunities.

4.2 Additional Urban Land in the Territory

The Authority is required to set out in the National Capital Plan general policies of land use throughout the Territory. It therefore intends to examine, in depth, the potential for and desirability of defining additional areas of land for urban use.

The need to do so arises because:

- the supply of urban land in the Territory is likely to be exhausted in the next ten to fifteen years, given the lead times for development, even if policies of urban consolidation are effectively applied
- there is a need for some flexibility of choice in locating new housing in the Territory
- it is necessary to establish now how much time there is likely to be before substantial development has to take place outside the present Territory boundary

The Parliamentary Joint Committee on the Australian Capital Territory in its *Report on Metropolitan Canberra* in 1987, recommended that areas occupied by the Department of Defence in Belconnen, Jerrabomberra and Harman/Bonshaw (Bonshaw being the non-residential component) should be vacated and possibly used for development.

The Authority has included the Defence Department's area in Belconnen within the existing urban area identified in the National Capital Plan.

4.3 Principles for Urban Areas

- (1) Canberra's future growth is to be accommodated by continuing the development of distinct and relatively self-contained towns.

- (2) A hierarchy of centres will be maintained, with each town having a centre acting as a focal point for higher order retail functions, commercial services, offices and community facilities.
- (3) Industrial estates will continue to be located on the edge of the urban areas in locations which conveniently serve the workforce of the towns and have good accessibility for long-distance freight movements.

4.4 Policies for Urban Areas

- (a) The urban area of Canberra will comprise:
 - the towns of Canberra Central, Woden/Weston Creek, Belconnen and Tuggeranong
 - the villages of Hall, Oaks Estate and Tharwa
 - the new town of Gungahlin
 - land at Hume and Mitchell.
- (b) The planning of urban areas should seek to introduce measures through which urban consolidation may occur.
- (c) The hills, ridges and other major open space will form the separation between towns and will be kept largely free of urban development, to act as a backdrop and setting for the City.
- (d) Except where boundaries are already computed, the detailed planning of urban development by the Territory planning authority will determine the boundary between Urban Areas and other land use categories. Before detailed plans are approved certification shall be obtained from the National Capital Planning Authority that the proposals are not inconsistent with the National Capital Plan.
- (e) Industrial development shall be located in the main industrial areas of Fyshwick, Mitchell and Hume and in the Fern Hill Technology Park at Bruce.
- (f) The Authority will cooperate with the Territory planning authority to investigate and define appropriate areas for new industrial development.
- (g) Within 5km of Mount Stromlo, development or installations which may, through night time illumination or significant vibration, adversely affect the operation of the Mount Stromlo Observatory or the associated seismological vault at Mount Stromlo, shall be referred to the Australian National University for examination and comment and reasonable steps shall be taken to mitigate adverse impacts.
- (h) To ensure safety in relation to aircraft movements, any development that would exceed the heights shown in the maps at Appendix Q shall be referred to the Department of Defence for examination and comment.
- (i) Development proposals for National Land, including subdivision, and proposals to lease National Land, shall be referred to the National Capital Planning Authority. The Authority will assess proposals to ensure they are not inconsistent with the provisions of the National Capital Plan.
- (j) The range and nature of uses permitted in Urban Areas includes those uses generally compatible with residential, commercial, community, cultural, recreational and

industrial activity, other than uses not permitted in the Territory Plan. In particular, however, the range of permitted uses includes:

- Parliamentary Use, National Capital Use and Diplomatic Missions, within Designated Areas
- other Commonwealth purposes, on National Land.

Land Use definitions are at Appendix A.

4.5 Special Requirements for Urban Areas (refer Figure 20)

4.5.1 National Land not included within a Designated Area of this plan

It is in the interests of the National Capital that all National Land achieve a quality of development which reflects Canberra's significance as the national capital, and that proposals be assessed in relation to the provisions of both the Territory Plan and the National Capital Plan.

Special Requirements

Development, including subdivision and leasing proposals, of all National Land not included in a Designated Area of this Plan, is to conform to Development Control Plans agreed by the Authority. Development Control Plans are to reflect the relevant provisions of the Territory Plan, and meet the following requirements:

- (i) Adverse environmental impacts from onsite developments, on adjacent land and development, shall be identified and redressed to the extent practicable.
- (ii) Adequate provision should be made where appropriate for visitors to sites.
- (iii) Functional relationships between uses within and external to the site shall be provided for.
- (iv) Consistency in the external design and site layout of buildings and landscaping shall be sought.
- (v) Satisfactory arrangements shall be made for parking accommodation and vehicular access and egress. Traffic impacts of development shall be taken into account.

4.5.2 Australian Institute of Sport

The Special Requirements at 4.5.1 shall apply also to the Australian Institute of Sport.

4.5.3 Haig Park and Telopea Park

It is in the interests of the National Capital to ensure that important open space places are conserved.

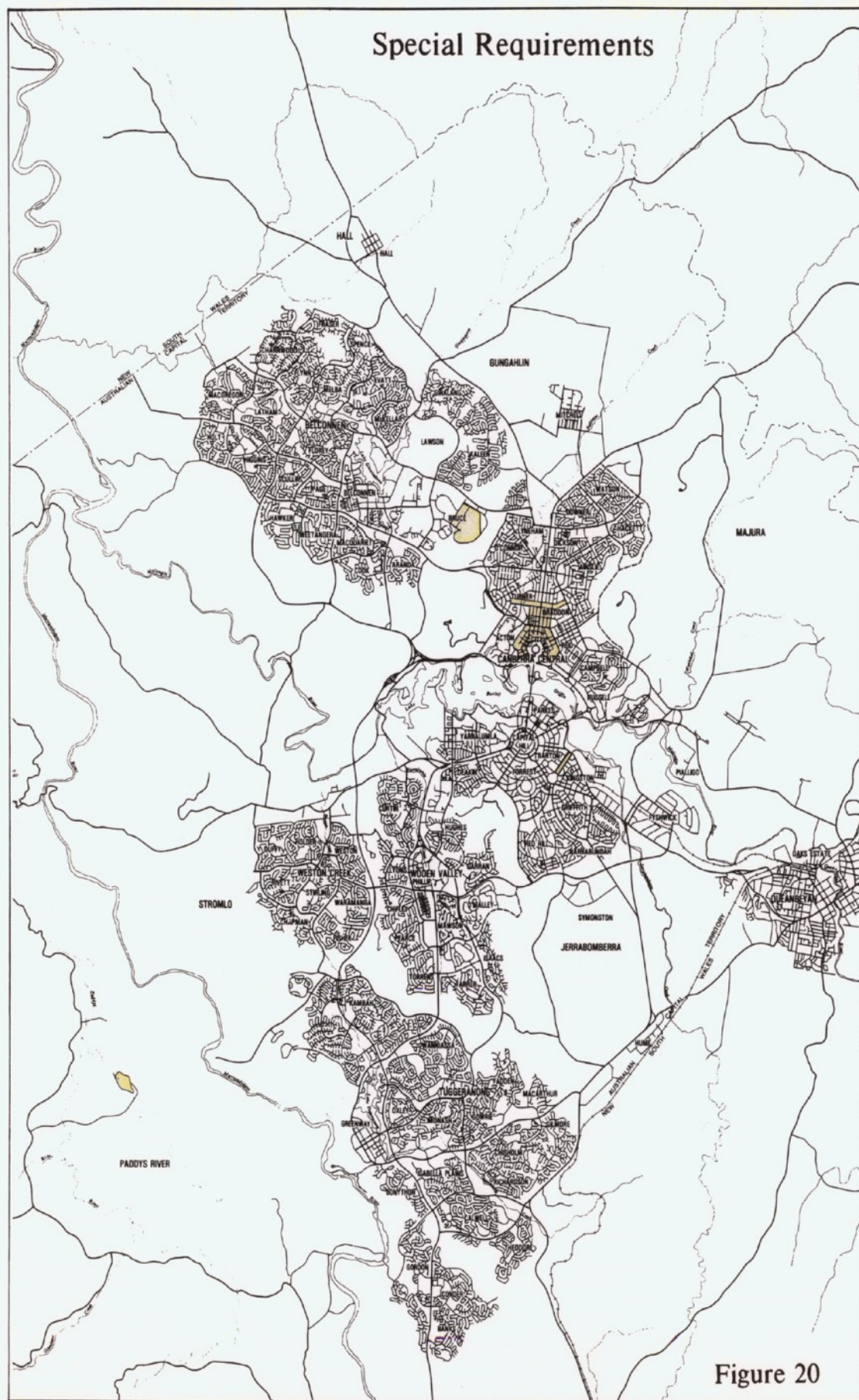
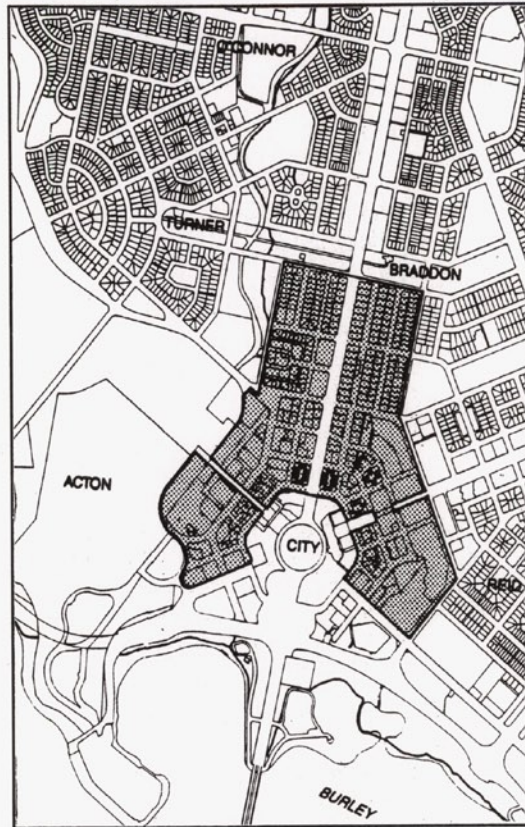


Figure 21



Special Requirements for Civic

Special Requirements

Development of land within open space places shall conform with development control plans agreed by the Authority and forming part of the Territory Plan. The Plans are to meet the following:

- (i) To conserve landscape and environmental qualities, having regard to the historic and aesthetic importance of the areas the following requirements will apply:
- (ii) Historical context will be considered and established planting patterns respected.
- (iii) Functional linkages to other open space elements should be enhanced.
- (iv) Utility of the areas for recreation should be optimised to the extent possible within aesthetic constraints. Provision should be made for appreciation and use of the areas by visitors to the city.

4.5.4 Civic

National Interest in Civic

Civic, as part of Canberra's central area (which includes the Parliamentary Zone and therefore has a dual national capital and local role), and as the dominant metropolitan centre, has a special role in the context of the National Capital Plan. The functional and symbolic relationship between Civic and the Parliamentary Zone is critical. Because of this both the Territory and Commonwealth Governments have a legitimate interest in its future planning and development. The Territory interests relates mainly to Civic's role as the prime commercial and retail centre and as a location for Territory administration, major private sector business, regional and metropolitan head offices, recreational and entertainment, tourist accommodation and important cultural community activities.

The Commonwealth's interest in Civic is different and is related to:

- its location at the apex of the National Triangle, the centrepiece of Griffin's Plan. The point of the apex is City Hill
- its position as a visible and identifiable element within the "amphitheatre" ie the central basin, which contains Canberra Central. It is a major component of the vista north from Parliament House and other parts of the Parliamentary Zone. Consequently, it can not be considered separate or isolated in a visual sense from these key national capital elements. Existing policies on height and colour have also ensured that Civic is seen as a cohesive and homogeneous mass when viewed from various vantage points within and on the edge of this amphitheatre
- its location straddling the most important entrance route to Canberra in general and the Parliamentary Zone in particular (ie. Northbourne Avenue)
- the nature of the topography surrounding Canberra Central (rolling hills and sweeping horizontals) the predominance of the landscaping, and the comparatively low profiles or silhouettes of the majority of the features of the Central Basin, which demands that development in Civic does not overwhelm or detract from key national capital features (the Parliament House in particular) in terms of height, bulk, colours and materials.

National Capital interests in Civic can be summarised as:

- overall consideration of height, colour, materials, and architectural and environmental quality, aimed at ensuring that Civic's continued development is of a harmonious and high quality nature, consistent with its role and its location within the Central Basin in generally, and its relationship with the Central National Area in particular. These considerations are best met by special requirements
- specific interest in areas within London Circuit because of their critical importance at the apex of the National Triangle
- specific interest in the avenues which form axes terminating on City Hill. They have symbolic importance on Griffin's Plan in visually connecting the city to its natural setting, and their treatment and their landscaping should be of a high standard.
- particular interest in ensuring that Civic's future development conforms with metropolitan planning strategies aimed at achieving an equitable distribution of employment between nominated employment zones. This requires some constraint on continued office development in Civic. This has been recognised in Commonwealth policies which limit the increase of Commonwealth employment in Civic.

Civic Centre has a multifaceted role as the most important metropolitan centre, as the apex of the National Triangle, a location astride an important entrance route to Canberra and the Parliamentary Zone, and a significant element in the physical structure of central Canberra.

It is in the interests of the National Capital that the development of Civic Centre balances these roles.

Land which is subject to Special Requirements in Civic, for the purposes of this section, is part of the City Division plus the parts of Turner and Braddon bounded by Watson Street, Masson Street, Girrahween Street and Torrens Street, but excluding those parts of Civic in the Central National Area.

Special Requirements

Development and redevelopment shall conform with a Development Control Plan agreed by the Authority.

The Development Control Plan is to ensure that Civic's continued development recognises its metropolitan significance and role, and achieves a satisfactory relationship between Civic and other development and features of the Central Area, and is to meet the following requirements:

(i) **Purposes of Development**

Future development and redevelopment in Civic should aim both to reinforce Civic's role as the prime metropolitan centre, and contribute to a diverse, lively and attractive character. Uses which meet this requirement and do not generate significant peak hour traffic should be favoured.

(ii) **Transport**

Long term impacts of development shall be taken into account. Measures for discouraging through traffic from using the Civic road network in peak periods must be considered. Future demand for car parking should be met by the

construction of structured car parks in defined car park precincts, or by on-site provision of parking spaces.

(iii) Urban Design

The design of buildings and spaces should result in an attractive and distinctive centre consistent with Civic's role as the major metropolitan centre, and its location at one point of the triangle which is the major design element of the Central National Area.

Buildings in Civic should show an appropriate quality of architectural design consistent with their location in an area of National Capital significance.

Building height policies shall apply to Civic, as follows:

- on sites adjacent to the main pedestrian areas and other public areas buildings will be limited in height to ensure first, that main pedestrian areas remain substantially sunlit and secondly, that an attractive environment is maintained in these areas
- outside the main pedestrian areas, where blocks have frontages of 30 metres or less, a maximum height of 7 storeys will apply. Plant rooms and other service elements may be allowed above this height, provided they are set back from the building edges and screened from street level view. The area bounded by East Row, Mort Street, Bunda Street, Binara Street, Nangari Street and London Circuit is not affected by this requirement.
- within the area bounded by East Row, Mort Street, Bunda Street, Binara Street, Nangari Street and London Circuit, no part of any building shall be more than 28 metres above the ground surface at the centre of its Block frontage, except that:
 - (i) buildings up to RL 617 may be considered where there is one such building only per section and where it is one element in an approved comprehensive design for the whole section
 - (ii) where an existing building exceeds the height limits set out above it shall be permissible to rebuild to the same height as the existing building or lower
- buildings up to a height equivalent to RL 617 may be permitted in Civic within the City District on sites with a frontage of greater than 30 metres and when it is one element in an approved comprehensive design for a whole section

Buildings in Civic must be of permanent construction and generally white to light buff/grey in colour.

For Braddon Sections 18 & 19, the requirements for a Development Control Plan have been met by a Variation (to the gazetted Civic Centre Canberra Policy Plan) carried out by the Authority under Division 4 of the *Australian Capital Territory (Planning and Land Management) Act 1988*. The elements of the variation which are incorporated as Special Requirements of this Plan are the following:

Building Height: Buildings in excess of 3 storeys in height on the Northbourne Avenue frontage shall be constructed to a mandatory Building Height of 25 metres, excluding roof plant.

Note: "Building Height" is the measured interval between ground level and the top of the building parapet.

- Site Coverage:** Where site amalgamation takes place a single building fronting Northbourne Avenue may not occupy more than two single blocks existing at 1 January 1990.
- Building Setbacks:** From Northbourne Avenue — 10 metres (mandatory)
- From Cooyong, Elouera and Girrawheen Streets — 5 metres minimum for buildings in excess of 3 storeys in height
- From Side Boundaries — 5 metres minimum for buildings in excess of 3 storeys in height provided that for development applications submitted prior to approval of this Plan, the minimum shall be 3 metres.
- Roof plant rooms are to be set back 5 metres from the external walls of the building.
- Note: Where development exceeds 3 storeys in height the front facade will comprise the full width of the building and address Northbourne Avenue.
- Landscaping:** With any redevelopment proposal, a 10 metre wide landscape zone is to be provided across the entire block frontage. This area is to be landscaped to a high standard. It may include a circular driveway and set-down area provided it can be demonstrated that a high quality landscape setting can be achieved. Hardstanding areas should be minimised to permit the development of extensive areas of undisturbed planting. Existing mature trees within the landscape zone are generally to be retained.
- Vehicular Access:** Access to the main carparking areas is to be from Mort Street where feasible.
- In redevelopment proposals provision should be made for service vehicles to enter and leave the site from Mort Street or other side streets rather than Northbourne Avenue.
- Parking:** Parking in structures shall not be located within 20 metres of the front boundary and is to be screened from Northbourne Avenue.
- Minor encroachment of basement parking into the front landscape zone may be considered where this would not detract from the quality of the landscape treatment and where the parking is located beneath the driveway or other paved area.

5. Broadacre Areas

5.1 Background

Broadacre Areas are defined on the General Policy Plan (refer Figure 1).

Broadacre Areas may act as buffers between towns, provide sites for uses which require large land areas or may benefit from or be best located within a non-urban setting, and in some cases provide a land bank for future urban areas.

To the east of the city, substantial areas of land are set aside in the Plan for broadacre uses. Subject to the outcome of detailed study and the qualifications detailed below, these areas may offer the opportunity in the longterm to be considered for the siting of future industry, transport facilities, defence installations, institutions and other activities requiring significant large sites. They may become of considerable economic importance to Canberra over time, and offer a basis for the further economic development of the city in a manner complementary to its function as the National Capital.

The Majura Field Firing Range occupies a substantial part of this area. The Department of Defence has advised that the Firing Range is a very important operational facility and there are currently no plans to relocate the Firing Range. If land ceases to be utilised by the Department of Defence at some time in the future, there may be scope for consideration of alternative development.

Aircraft noise and concerns for public safety under airfield approaches are unavoidable by-products of flying operations associated with airports. The Australian Noise Exposure Forecast (ANEF) system is a scientific measure of the forecast noise exposure levels and is expressed by noise contours centred on the airport. They are based on current and future projections of operational activities and other factors such as incidences of accidents in the vicinity of runway approaches.

These contours have helped define land use areas affected by aircraft noise and areas for public safety. In areas outside the 20 ANEF contour, advice has been given that aircraft noise is not a significant concern to the majority of the community. Within the area of the 2025 ANEF contours, noise may emerge as an environmental problem. Above the 25 ANEF contour the noise is progressively more severe and may be incompatible with residential and other forms of development. This contour also equates to limits of concern for public safety under airfield approaches by air safety authorities.

The Naval Receiving Station at Bonshaw is located within the Jerrabomberra/Symonston Broadacre Area. All reasonable steps shall be taken to protect Department of Defence wireless communications from significant adverse physical and generated effects of urban and associated development.

Some of the Broadacre Areas are included in the Central National Area (Designated Area) shown at Figure 4. These include the Duntroon Military College; the Australian Defence Force Academy; Campbell Park offices and the Canberra Airport/RAAF Fairbairn site.

5.2 Policies for Broadacre Areas

- (a) Building, site and landscape development shall be sympathetic to and not be discordant with the landscape setting of the National Capital.
- (b) Development proposals for National Land, including subdivision, and proposals to lease National Land, shall be referred to the National Capital Planning Authority.