

DESIGN INFORMATION BRIEF

Northbourne Avenue and City Hill Precinct



Cover photo. Northbourne Avenue to Capital Hill 1968. Source: Flickr - Photo Sharing

2 February 2011



Department of
Land & Property
Services



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Attachment A. Extract from AECOM's design for Edinburgh Avenue

Attachment B. Eric Martin and Associates (27 January 2011) - Heritage advice

1.0 BRIEF PURPOSE

The purpose of this brief is to assist in guiding a multi disciplinary team in providing a comprehensive urban design response to the following requirements for the public realm of Northbourne Avenue and City Hill in Canberra City:

- Improve the environment for east west pedestrian movement across Northbourne Avenue;
- Improve the relationship of Melbourne and Sydney Buildings to Northbourne Avenue and the adjacent pedestrian environment;
- Create a pedestrian connection between City Hill and Northbourne Avenue;
- Provide for pedestrian movement north south along the Northbourne Avenue median;
- Appropriately respond to the heritage values of City Hill, Sydney and Melbourne Buildings and the City Hill precinct more generally;
- Integrate design solutions with the interpretation of the precinct and its symbolic role in the design of the national capital;
- Accommodate safe north south cycle easements either kerb side or along the median;
- Revitalise a degraded streetscape;
- Open the vista to City Hill;
- Create opportunities to adapt the existing landscape of City Hill to create settings that can be used and enjoyed by residents, workers and visitors;
- Create opportunities to extend the walking path network beyond City Hill to the existing and proposed pedestrian network along Commonwealth Avenue to Parliament House and around the foreshores of Lake Burley Griffin; and
- Create opportunities to link the forecourt of the proposed ACT Government office building with City Hill

The study area is illustrated in **Figure 1**.

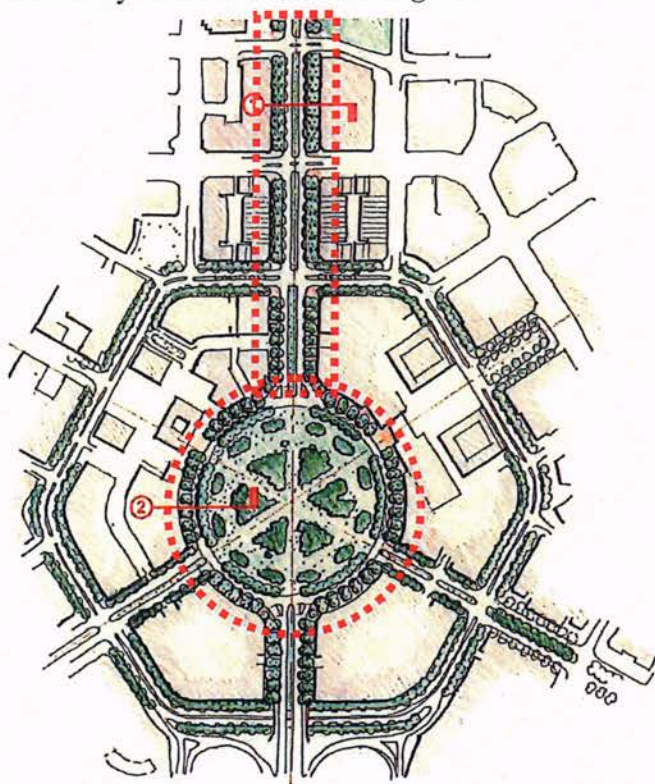


Figure 1: The study area shown by the red border

Source: NCA's *Griffin Legacy*

2.0 BACKGROUND

For almost 100 years City Hill and Northbourne Avenue have been linked in some way or another to the academic and community discourse on Canberra's planning. In 2006 the National Capital Authority's (NCA) *Griffin Legacy* program culminated in *National Capital Plan Amendment 59* (Nov 2006). The objective for City Hill as described in Amendment 59 is:

The precinct should take its rightful place as the municipal heart of central Canberra. City Hill Precinct will be reclaimed as Griffin's symbolic and geographical centre for City – a corner completing the National Triangle as a gateway to the Central National Area and a hub connecting significant main avenues and vistas.

Consistent with the National Capital Plan the extension of Edinburgh Avenue to Vernon Circle is currently in train. Timing of this avenue extension is dependent on the construction of significant private sector development on City Section 63.

Edinburgh Avenue is a small step towards the Griffin Legacy vision but the reality of the development of Canberra City over the past 100 years is that community life is very much focused on the retail and entertainment provided by the Canberra Centre on the north eastern corner of the City. Major pedestrian flows feed the north eastern quadrant of the city and the practical value of City Hill to the average resident of, and visitor to Canberra, is as a formally planted landscape feature punctuating the main north south arterial road.

The north south link of Northbourne to Commonwealth Avenue resulted from the 1957 intervention of British planning expert, Professor Sir William Holford. In his report *Observations on the future development of Canberra* Holford raised concerns with proposals to terminate Northbourne and Commonwealth Avenues at London Circuit, and require that through traffic contend with the additional intersections and travel distance through London Circuit in order to move between areas now commonly known as Canberra's inner south and inner north.

Holford argued that Northbourne Avenue was the '...natural line for the city's main thoroughfare' and that London Circuit made it '...difficult for traffic, and altogether unsuitable for through traffic.' Holford's amended plan for Canberra connected Northbourne Avenue to Commonwealth Avenue via Vernon Circle. A parallel decision reduced Griffin's 200 foot (approx 60m) London Circuit road easement (matching that of Northbourne Avenue) to a road reservation of 100 feet. The 60,000 vehicles a day that currently travel along the Northbourne / Commonwealth Avenue corridor demonstrate the traffic demand for the north south corridor.

Schemes to tunnel under the hill have been considered but the undesirable urban design impacts, particularly the ramp portals in Northbourne Avenue, the capital and recurrent costs and the questionable benefits to traffic flow expose fundamental flaws in the notion of a tunnel.

The duplication of Gungahlin Drive and the construction of Majura Parkway will draw some traffic out of Northbourne and Commonwealth Avenues but the corridor between Parliament House and Dickson will ensure that demand for existing road space continues well into the future.

Canberra's 2013 Centenary is also the 50th anniversary of the completion of Vernon Circle and the effective isolation of City Hill from pedestrian access. Reclaiming the hill as accessible parkland seems a reasonably modest objective that will greatly benefit Canberra in its next century.

3.0 CITY HILL IN THE CONTEXT OF CANBERRA CITY PARKLANDS

The area of City Hill within Vernon Circle is 3.80 hectares. The Northbourne Avenue median between Bunda Street and Vernon Circle is an additional 1.00 hectare. The combined area of 4.80 ha exceeds the total of all other parkland in the City area that consists of:

• Glebe Park	4.15 ha
• Veterans Park	0.25 ha
• Latin American Plaza	0.20 ha
• West Row Park	0.15 ha
• <u>Total</u>	<u>4.75 ha</u>

Irrespective of the extent to which the symbolic values of City Hill begin to be realised over time, the development of residential and employment populations in City West and elsewhere through the City area adds weight to an argument that this significant parkland resource is made accessible to the people and that its facilities, safety and amenity are improved to be attractive to visitors.

4.0 HISTORICAL VALUES

Walter Burley Griffin saw City Hill as a significant point on his prize-winning plan for Canberra. Six important avenues radiate from it. Two of these - Commonwealth and Constitution Avenues - are sides of the parliamentary triangle which is Griffin's intended symbolic heart of the Capital. The other avenues are Ainslie, Northbourne, University, and Edinburgh. From the top of City Hill vistas along all six avenues are possible. Planting of the hill from 1921 onwards by Charles Weston, Canberra's first Superintendent, Parks and Gardens, helped to emphasise these vistas.

The planted hill has existed, at least in theory, as the symbolic point of gathering for the local population. On 13 February 1954, Her Majesty Queen Elizabeth II, was welcomed at the foot of the hill by the people of Canberra. A plaque, at the intersection of London Circuit and Northbourne Avenue, marks the location of the dais on which the welcoming ceremony was staged. The ACT Legislative Assembly, the law courts, Civic Square and local administration offices were all located subsequently at the foot of City Hill within London Circuit.

The naming of Vernon Circle, draws on the involvement of W.L. Vernon, NSW Government Architect, who was a member of the Advisory Board on the Federal Capital site in 1909.

City Hill is entered into the Register of the National Estate and the ACT Heritage Places Register. It is also listed by the National Trust of Australia (ACT).

Charles Weston's symmetrical landscape design for City Hill responds to Walter Burley Griffin's plan. On either side of Griffin's six radiating avenue axes, Weston planted double staggered rows of closely spaced Roman cypresses (*Cupressus sempervirens* Stricta). The rows are located with the intention of providing confined views from City Hill along each of the six avenues. Twelve oval shaped groups of Roman cypresses and six groups of Monterey pines (*Pinus radiata*) reinforce the symmetrical nature of his design and confine the views from the hill-top to the avenues. Weston added deciduous trees to achieve a touch of autumn colour and spring flowering effects. As the dark green trees have grown they have tended to increase the perceived height of the hill, and emphasise its important role as a landmark in the National Capital.

The original composition and character of the landscape has changed little since the 1920s. Most of the spring flowering trees have been removed. Safe public access to the top of the hill has been lost with the construction in the early 1960s of the now heavily used Vernon Circle. To the south-eastern flank of the hill a lookout and carpark were constructed as part of the Vernon Circle project.

The tree planted City Hill is a strong visual symbol marking one corner of Walter Burley Griffin's Parliamentary triangle. At the Vernon Circle lookout visitors and residents can view the National Capital's parliamentary triangle and appreciate the role of City Hill in Griffin's design for Canberra.

Source: Gray, J (1999). *The Historical and Cultural Background of selected Urban Parks in Canberra - Volume 2*.

5.0 ACCESS OPPORTUNITIES

Figures 2 and 3 outline a proposal for a new urban plaza extending from Alinga Street to City Hill. The proposal widens the verges adjacent to Sydney and Melbourne Buildings from three to about ten metres. The median is narrowed from 30 metres to 15 metres in order to maintain existing traffic lane capacity.

The effects of the changed road cross section are summarised in **Table 1**. The impacts of the proposal on traffic flow, pedestrian safety and integration of City Hill with Civic are overwhelmingly positive.

The scheme allows for trees to be maintained in the median while adding a row of trees along each widened verge adjacent to Sydney and Melbourne Buildings. By reducing the distance between the outside kerb lines by 15 metres the pedestrian crossing distance is reduced by 35%, allowing a greater number of pedestrians to cross Northbourne Avenue in a single phase, and ameliorating the perception of the 'east / west divide'.

Introducing a right turn phase at the intersection of Northbourne Avenue with London Circuit and Alinga Streets potentially allows a greater number right turns at peak times. Removing vehicle storage from the narrowed median then allows safe pedestrian movement north south between City Hill and Barry Drive along the median, creating the opportunity for the 'City Hill Walk'. The walk would be punctuated with sculptures and interpretation of City Hill's symbolic role as the municipal heart of Canberra and the corner of the Central National area around which the six avenues radiate.

The scheme does not introduce any new traffic signals, and its overall impact on traffic flows may be beneficial. Traffic along with other design issues will be the subject of testing and analysis as part of the first stage of the design process.

In the medium term the proposed intersection of Edinburgh Avenue with Vernon Circle could be signalised to provide an at grade intersection on the south west side of the Hill. The extension of Constitution Avenue may provide a similar opportunity in the south east quadrant. Pedestrian overpasses as suggested on page 54 of the Canberra City Action Plan 2010-2016 may also be considered, particularly the connection of the proposed ACT Government office block, on the southern side of the ACT Legislative Assembly, across Vernon Circle to City Hill.

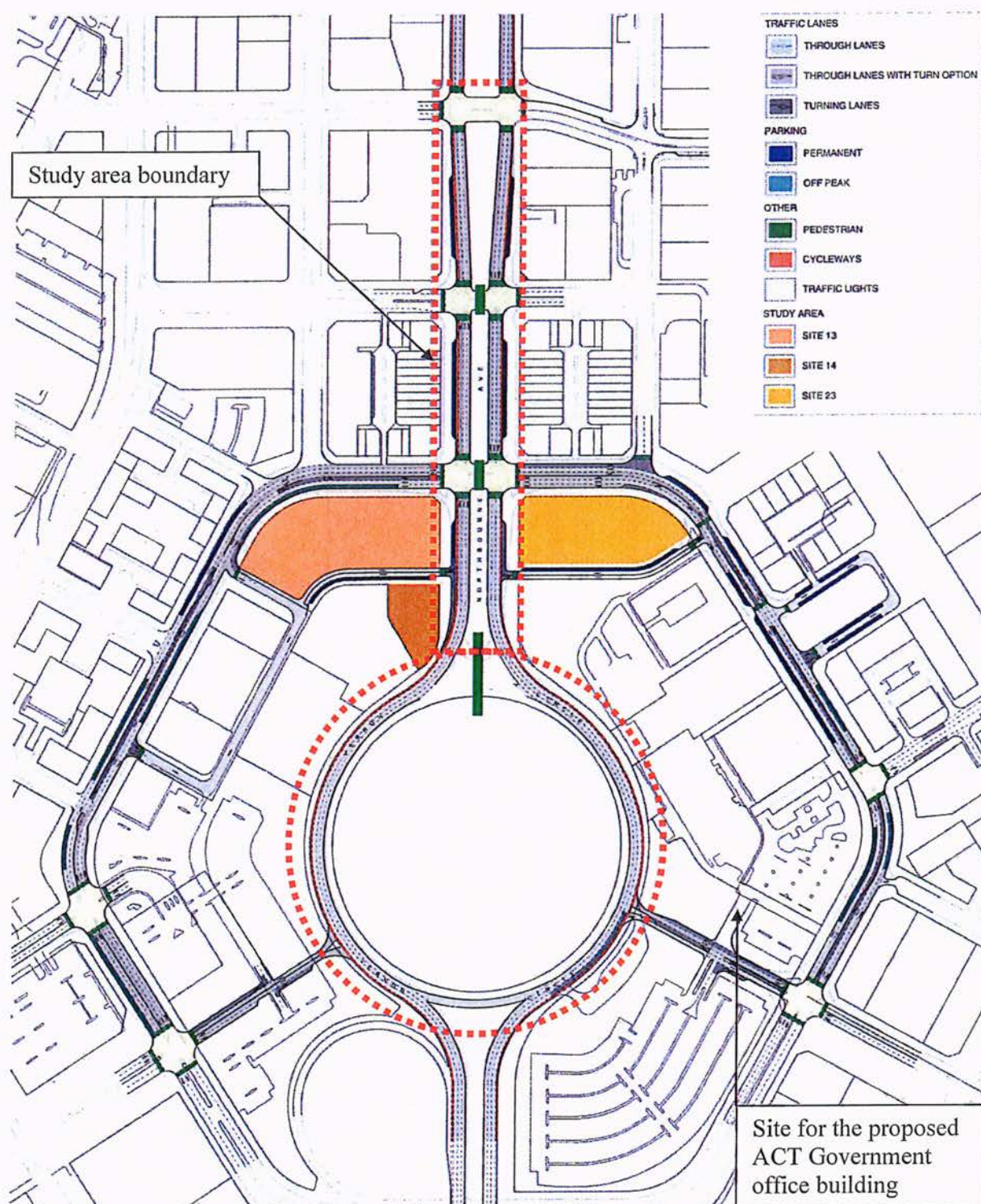


Figure 2: The study area shown by the red border

Table 1: Comparison of existing conditions with option 1 for the 'Centenary Walk'

NO	EVALUATION CRITERIA	EXISTING Three phase median storage	PROPOSED Four phase diamond turn
1.	Increased capacity to manage traffic *	■	■■
2.	Improve pedestrian environment for moving east west across Northbourne Ave	■	■■
3.	Improve the relationship of Melbourne and Sydney Buildings to Northbourne Ave and the adjacent pedestrian environment.	X	■■■
4.	Improve pedestrian safety and reduce pedestrian / vehicle conflicts that arise from crowds at late night venues.	X	■■
5.	Create a pedestrian connection between City Hill and Northbourne Ave	X	■■■
6.	Provide for pedestrian movement north south along the Northbourne Ave median.	X	■■■
7.	Accommodate safe north south cycle easements either kerb side or along the median.	X	■■■
8.	Create a space at the centre of Canberra City.	■	■■
9.	Revitalise a degraded streetscape.	X	■■■
10.	Open the vista to City Hill	■	■■
11.	Provide opportunities to create a distinctive lighting design that meets the needs of pedestrians and motorists.	■	■■■
12.	Create opportunities to adapt the existing landscape of City Hill to create settings that can be used and enjoyed by residents, workers and visitors.	X	■■■

LEGEND

- Fully meets criteria
- Partly meets criteria
- May partially meet criteria
- X Fails to meet criteria

NOTES

- * Three phases on the current intersection - 1. North South through traffic, 2 eastbound through traffic with south bound right turns, and 3. westbound through traffic with north bound right turns. Right turns from Northbourne Ave are held in the median storage, limiting right turns in each 130 second phase to between 6 and 8 vehicles. Where right turning vehicles do not make the storage, the inside through lane is blocked.



Figure 3a: 2.5m wide Northbourne Ave verges adjacent to Sydney and Melbourne Buildings are proposed to be widened to 10 metres, sufficient to include street trees, cafe space, pedestrian and cycle circulation zones. Where possible, kerb space given over to bus stops and bus parking would be reduced in favour of short stay and loading vehicle parking.

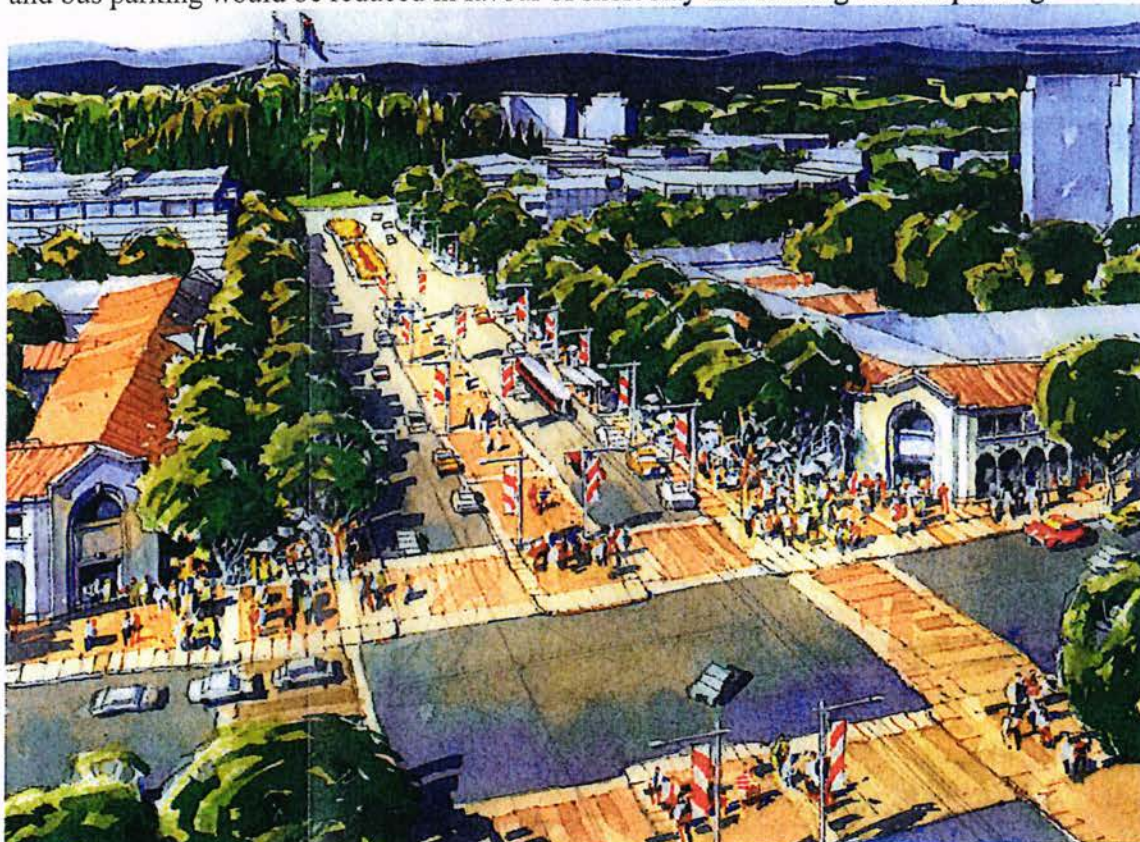


Figure 3b: Widened verges adjacent to Sydney and Melbourne Buildings to provide quality promenades and to enhance pedestrian amenity and safety as depicted in the National Capital Authority's *Griffin Legacy*.



Figure 4a: The Northbourne Ave median between Alinga Street and City Hill would be narrowed and developed to a consistent high standard. The new axis makes City Hill accessible to pedestrians.



Figure 4b: An example of a contemporary landscape that promotes pedestrian movement is the link from the National Library to Reconciliation Place.

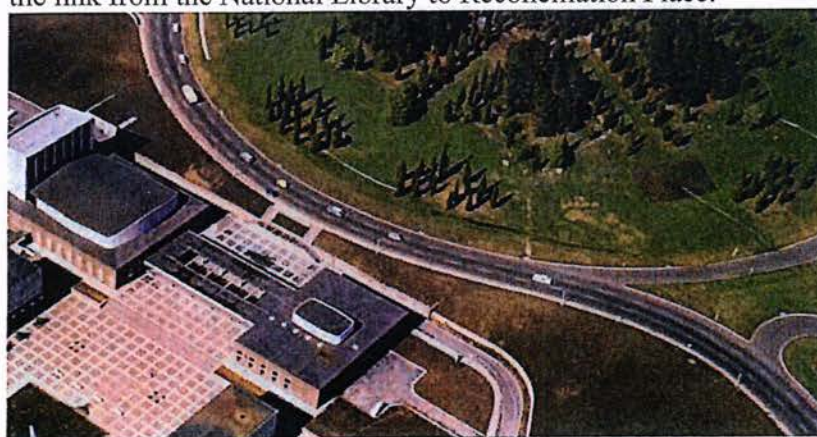


Figure 4c: Civic Square and north eastern edge of City Hill in 1965. Source: NCA Library Canberra



Figure 5a: City Hill as it currently exists is not a destination, irrespective of the ease of pedestrian access.



Figure 5b: Landscape spaces within the heritage plantings of City Hill can link into the Northbourne Avenue pedestrian spine and become a venue for a range of activities and contribute more positively to the daily life of Canberra City.

6.0 BRIEF OUTPUTS

6.1 Master plan

The master plan shall include the full width of Northbourne Avenue from Bunda Street to the outside of the southern edge of Vernon Circle. Specific requirements of the Master Plan are:

- A landscape and urban design master plan for the study area clearly showing pedestrian movement, active edges, traffic space, intersection design, short stay parking, cycle paths and landscape themes;
- Analysis of the reconfigured Northbourne Avenue intersections with Bunda and Rudd Streets and with London Circuit;
- Lighting master plan;
- Path hierarchy and an analysis of the recreation opportunities provided by City Hill, including lookouts, seating areas, sculpture displays, large group gathering areas, exercise areas and the like;
- Potential pedestrian linkages across Vernon Circle to the southern side of City Hill;
- A Statement of Heritage Impacts (SOHI) in accordance with standard guidelines;
- Identifying significant infrastructure or servicing issues that will impact on the implantation of the master plan;
- Three 'before and after' images highlighting the intended character of the proposal; and
- A short narrative describing the context and benefits of the design proposals.

6.2 Staging plans and order of probable costs

Upon acceptance of the master plan the consultant is required to package work as described below. The staging plan is required to demonstrate that short term objectives can be achieved through Stage 1 works, that costs are identified within the limits of a 30% contingency allowance and that interdependencies between stages are identified.

Stage 1

While not currently funded the nominal construction value of Stage 1 is \$3.5m. The objective for Stage 1 is to identify those design elements that are necessary to achieve safe and attractive pedestrian access along the median from the southern side of London Circuit to City Hill, and including landscape works that achieve a basic level of access to key destinations within City Hill. Elements of the Stage 1 design are expected to include:

- Northbourne Avenue central median paving and planting;
- Pedestrian crossing / shared zones across the U turn arrangements immediately to the north of City Hill;
- Pedestrian lighting to the median where it can be effectively installed as the first stage of an overall lighting master plan that will only be implemented once the kerb lines are adjusted;
- Special decorative lighting;
- Water sensitive stormwater management;
- City Hill access and public facilities; and
- Public art.

Second and subsequent stages

Second and subsequent stages are currently not programmed but are likely to include the following elements:

- New kerb lines and intersection arrangements;
- Sydney and Melbourne Building verge paving;
- Pedestrian and carriageway lighting;
- Landscaping – verges and median;
- Pedestrian safety for crossing Alinga Street and London Circuit along a pedestrian access along the centre line of Northbourne Avenue;
- Pedestrian connections across Vernon circle to the southern side of City Hill;
- Second stage City Hill access and public facilities;
- Services modifications;
- Public art; and
- Water sensitive stormwater management.

6.3 Preliminary sketch plans for phase 1 works

On acceptance of the Staging Plan the consultant is required to prepare Preliminary Sketch Plans (PSP) for the first stage works package valued at \$3.5m.

PSP's shall include:

- Verge paving finishes and street furniture;
- Path levels and grading plan;
- Tree planting and tree management, including planting details;
- Lighting to Australian Standards and as per the agreed lighting master plan;
- Sites for public art and possible public art themes;
- Directional and interpretive signage;
- Special activity zones such as lookouts and BBQ areas;
- Irrigation and water sensitive urban design; and
- A bill of quantities and probable order of cost for the initial \$3.5m work package.

7.0 BASE INFORMATION PROVIDED BY THE TERRITORY

Cadastral and contour survey information will be provided by the Territory to the extent illustrated in **Figure 6**. Following feedback, and based on an agreed priority list, additional detailed engineering survey to the value of \$20,000 may be commissioned by the Territory.

CAD plans of all recently completed and relevant engineering designs commissioned by the Territory will also be provided.

Figure 6: The study area with contours at 1m interval



8.0 CONSULTATION

All coordination and meetings with government and community stakeholders shall be arranged by the LAPS project officer. The consultant should allow attending three x 1½ hour meetings in each of the master planning and PSP stages (total of 6 meetings).

9.0 DOCUMENTATION

Master planning, staging strategy and PSP's require the following completed documents.

4 copies of the report

4 copies of drawings

1 CD copy of all documentation.

10.0 TIMING

Item	Description	Weeks	Date due
a)	Issue select tenders	-	11 Feb 11
b)	Close tenders	4	4 Mar 11
c)	Tender evaluation and advise tenderers	2	18 Mar 11
d)	Execute contract with preferred consultant.	1	25 Mar 11
e)	Consultant provides detailed program, updated scope of works	1	1 Apr 11
f)	Master plan and design studies report	8	27 May 11
g)	HOLD POINT – Advance the project / cancel project outcomes of consultation.		
h)	Staging strategy and defining Stage 1 works	2	9 Jun 11
i)	HOLD POINT – Advance the project / cancel project subject to outcomes of consultation.		
	PSP's	6	21 Jul 11

11.0 BUDGET

The budget for the design consultancy is \$150,000 plus GST. The fee shall include all sub consultant and report and plan production costs. The Territory will reimburse the cost of additional survey requested in order to complete PSP design of Stage 1 projects to an upper limit of \$20,000 plus GST.

12.0 SUBMISSION REQUIREMENTS

Consultant submissions should address the following requirements:

- Appreciation of the task and an understanding of the National Capital context (30%);
- The past performance of the consultancy team that should include the following expertise (30%):
 - Urban design
 - Traffic engineering
 - Lighting
 - Heritage sufficient to prepare a Statement of Heritage Impact
 - Arborist.
- Allocation of upper limit of fees to the three project stages (10%);
- Availability of resources to achieve the desired program (10%); and
- Key personnel (10%).

13.0 CONTACT OFFICER

The LAPS project officer is Rod Baxter. Phone 6205 2663 e-mail rod.baxter@act.gov.au. All communication with stakeholders shall be through the LAPS project officer.

14.0 OTHER RELEVANT PROJECTS

The consultancy team will be provided with information on the following related projects:

- The ACT Government office project (Cox Canberra);
- Development proposals for Section 63 (City West Property Holdings);
- Edinburgh Avenue extension (AECOM Canberra);
- Northbourne Avenue bus priority and cycle path strategy (URS Melbourne);
- Development conditions for the sale of Section 100 (land on the corner of Northbourne Avenue and London Circuit (LAPS Canberra);
- Redevelopment of the ACT Supreme Court (Cox Canberra); and
- Conservation and Management Plan for the City Hill cultural precinct (Peter Freeman).

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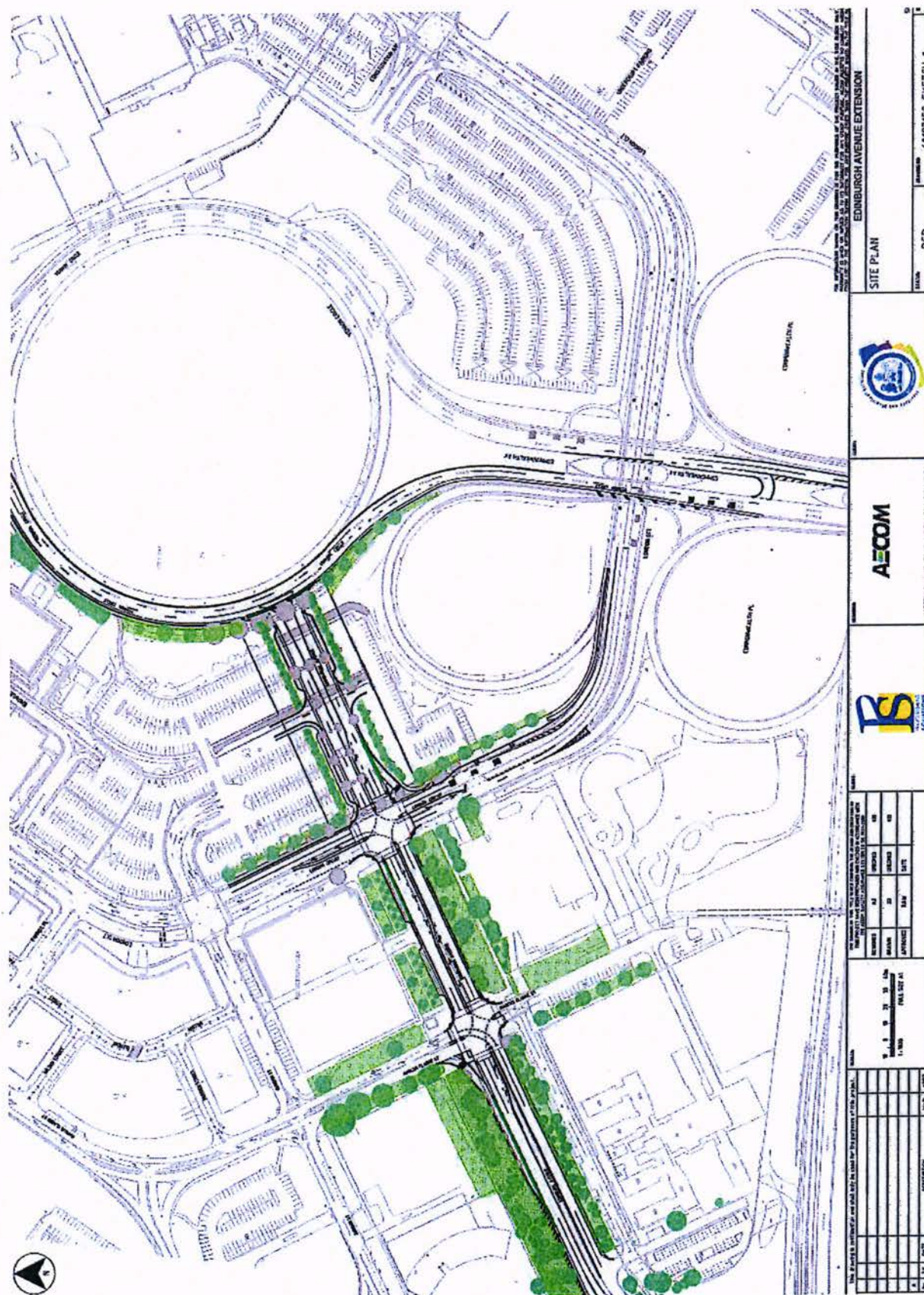
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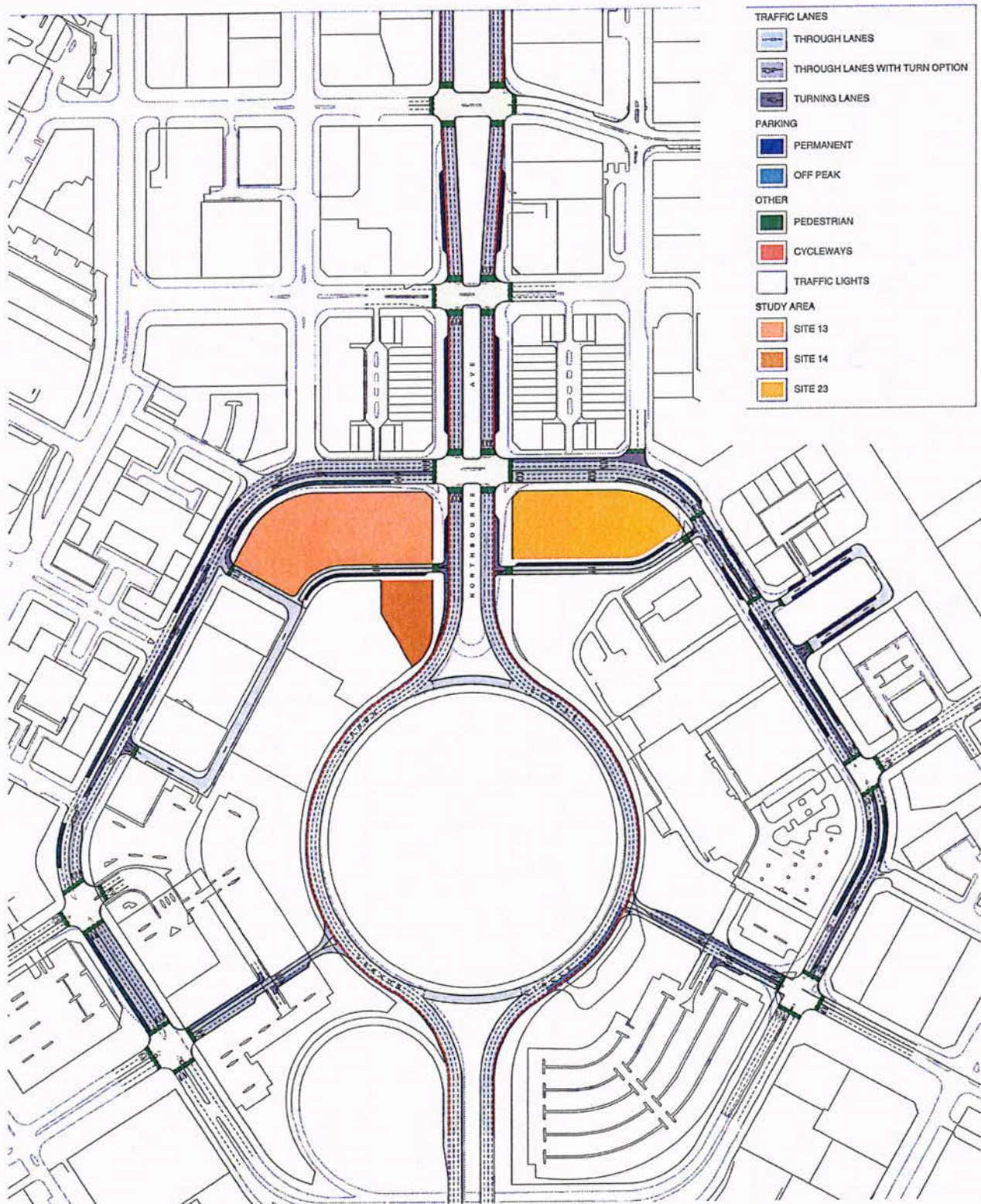
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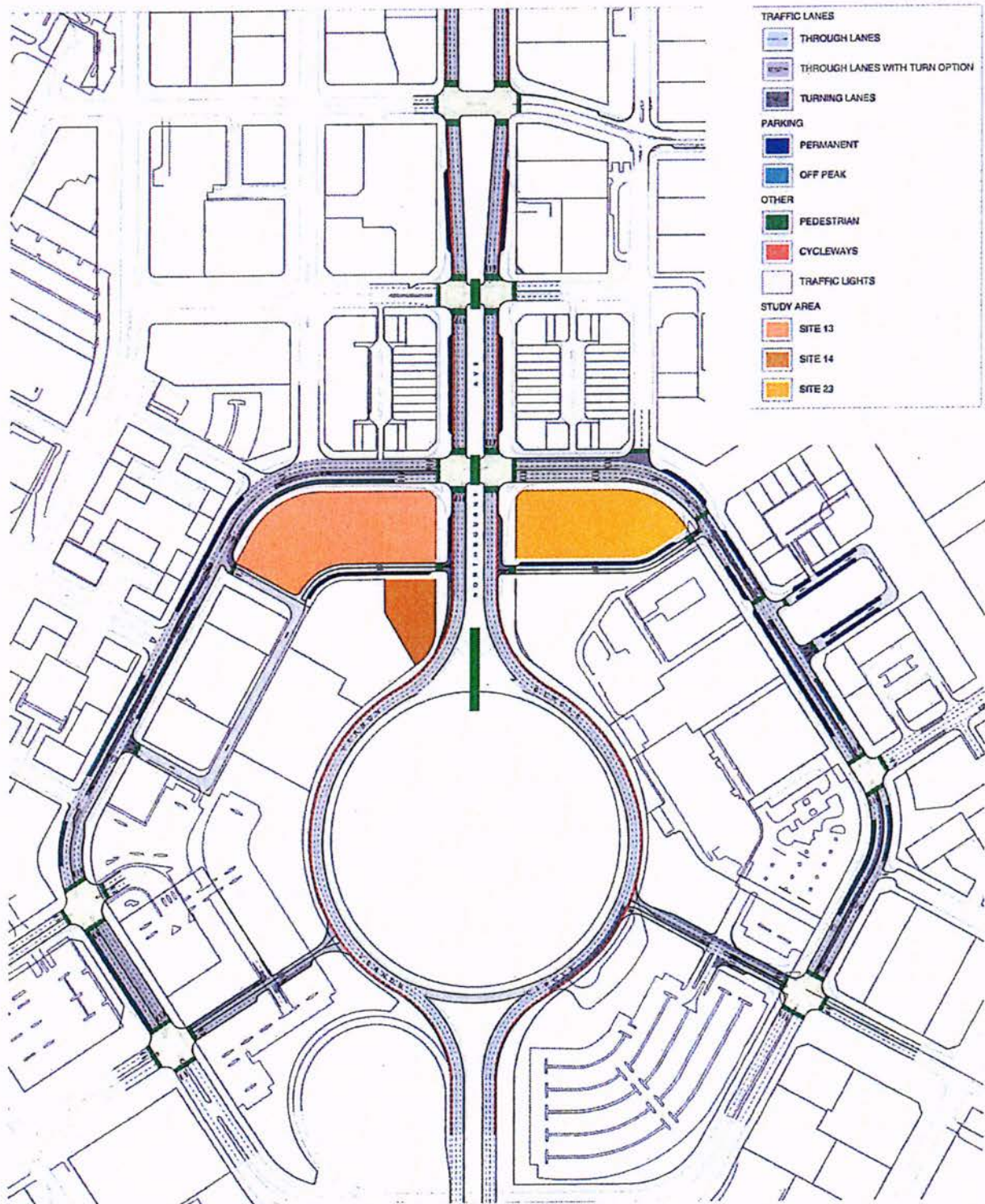
NORTHBOURNE AVENUE –

CONCEPT FOR MEDIAN NARROWING BETWEEN SYDNEY AND MELBOURNE BUILDING



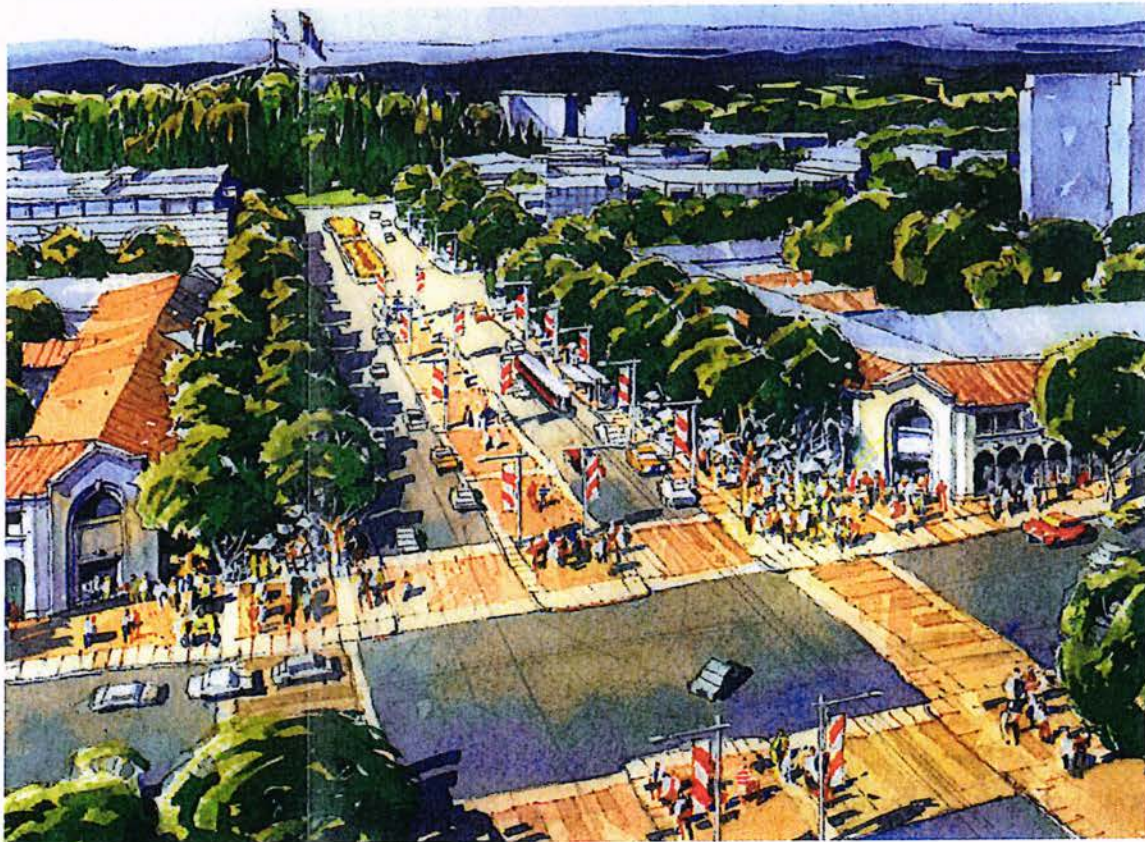
ATTACHMENT A

NORTHBOURNE AVENUE TO CITY HILL - CONCEPT FOR 'THE CENTENNIAL WALK'





2500mm wide Northbourne Ave verges adjacent to Sydney and Melbourne Buildings are widened to 10 metres, sufficient to include street trees, cafe space, pedestrian and cycle circulation zones. Where possible, kerb space given over to bus stops and bus parking would be reduced in favour of short stay and loading vehicle parking.



Widened verges adjacent to Sydney and Melbourne Buildings to provide quality promenades and to enhance pedestrian amenity and safety as depicted in the National Capital Authority's *Griffin Legacy*.



The median between Alinga Street and City Hill would be narrowed and developed to a consistent high standard. The new axis would make City Hill accessible to pedestrians. The Hill itself could be developed as a sculpture garden, event space and parkland and become a destination for Civic workers, residents and visitors.



An example of a contemporary landscape that promotes pedestrian movement is the link from the National Library to Reconciliation place.



City Hill as it currently exists is not a destination, irrespective of the ease of pedestrian access.



Landscape spaces within the heritage plantings of City Hill can link into the Northbourne Avenue pedestrian spine and become a venue for a range of activities and contribute more positively to the daily life of Canberra City.

COMPARISON OF EXISTING CONDITIONS WITH OPTION 1 FOR THE 'CENTENARY WALK'

NO	EVALUATION CRITERIA	EXISTING Three phase median storage	PROPOSED Four phase diamond turn
1.	Increased capacity to manage traffic *	■	■■■
2.	Improve pedestrian environment for moving east west across Northbourne Ave	■	■■■
3.	Improve the relationship of Melbourne and Sydney Buildings to Northbourne Ave and the adjacent pedestrian environment.	X	■■■
4.	Improve pedestrian safety and reduce pedestrian / vehicle conflicts that arise from crowds at late night venues.	X	■■■
5.	Create a pedestrian connection between City Hill and Northbourne Ave	X	■■■
6.	Provide for pedestrian movement north south along the Northbourne Ave median.	X	■■■
7.	Accommodate safe north south cycle easements either kerb side or along the median.	X	■■■
8.	Create a space marking the centre of Canberra City.	■	■■■
9.	Revitalise a degraded streetscape.	X	■■■
10.	Open the vista to City Hill	■	■■■
11.	Provide opportunities to create a distinctive lighting design that meets the needs of pedestrians and motorists.	■	■■■
12.	Create opportunities to adapt the existing landscape of City Hill to create settings that can be used and enjoyed by residents, workers and visitors.	X	■■■

LEGEND

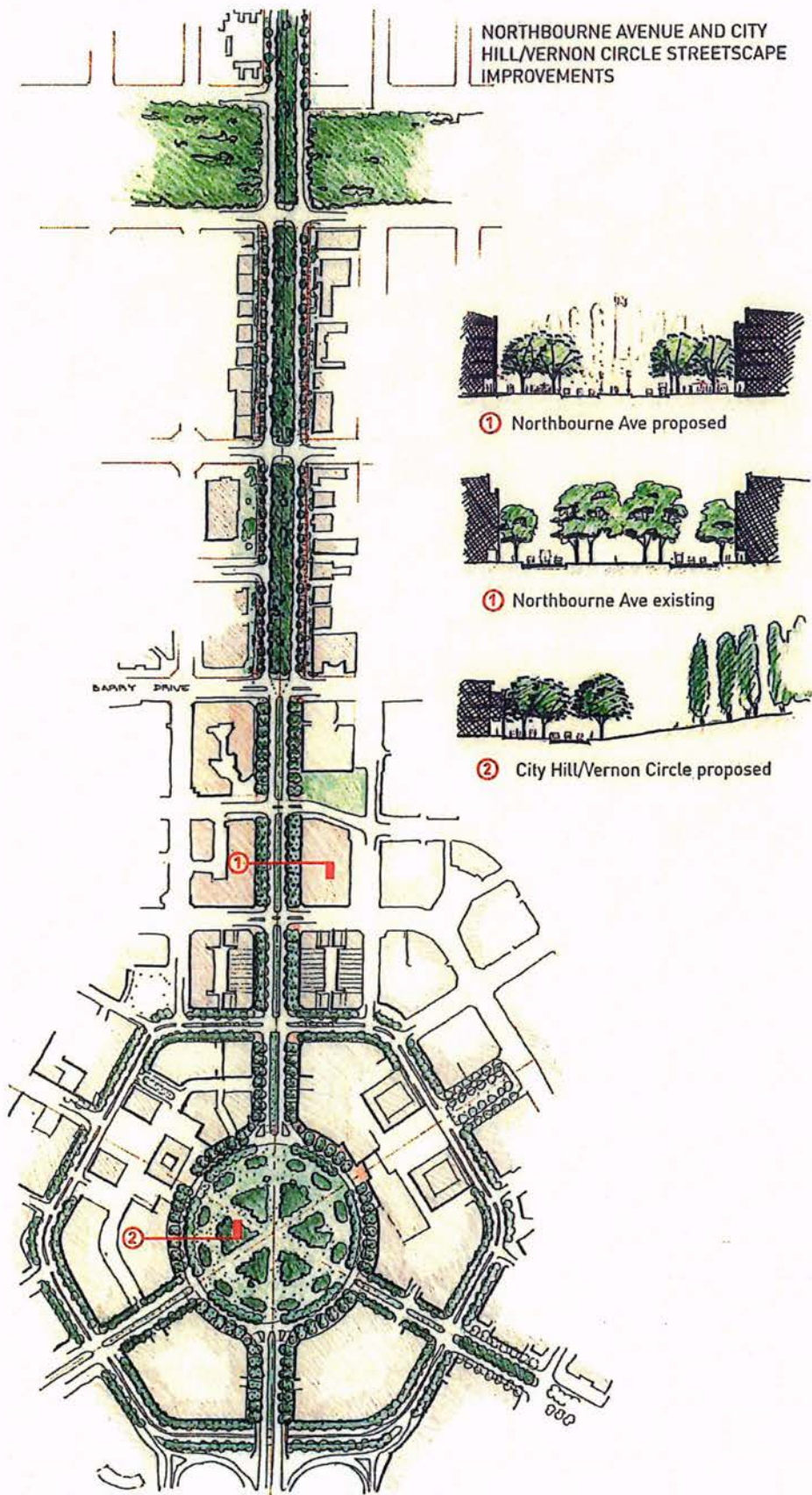
- Fully meets criteria
- Partly meets criteria
- May partially meet criteria
- X Fails to meet criteria

NOTES

- * Three phases on the current intersection - 1. North South through traffic, 2 eastbound through traffic with south bound right turns, and 3. westbound through traffic with north bound right turns. Right turns from Northbourne Ave are held in the median storage, limiting right turns in each 130 second phase to between 6 and 8 vehicles. Where right turning vehicles do not make the storage, the inside through lane is blocked.

'CENTENARY WALK' - PROJECT SUMMARY

NO	DESCRIPTION
1.	Sydney and Melbourne Building verge paving
2.	Northbourne median paving
3.	Lighting – 30 multi poles
4.	Special decorative lighting
5.	Modify London Cct and Alinga St intersections
6.	Road pavement
7.	Modify stormwater
8.	New kerb
9.	Landscaping – Verges and median
10.	Landscaping – City Hill – access and public facilities
11.	Public art
12.	Services modifications
13.	Design and supervision



- Eliminate the barriers of major roads to make it easier for people to access the public spaces of the city, particularly in the Central National Area.

STRATEGIC INITIATIVES

CONSTITUTION AVENUE (see Proposition 2)

- Prepare a master plan for upgrading Constitution Avenue to realise the intended grand boulevard.
- Recognise the role of Constitution Avenue as a significant gateway to the Central National Area, taking into account the eastern connection of the Majura Parkway, Northcott Drive and Morshead Drive to Constitution Avenue at Russell.

NORTHBOURNE AVENUE – CIVIC BOULEVARD

- Prepare a master plan for major improvements to Northbourne Avenue from Haig Park and, as it passes through the city between Barry Drive and City Hill, to provide a streetscape befitting its role as the major approach route to the National Capital. Improvements should:
 - open the vista to City Hill;
 - unite east and west Civic;
 - widen verges to provide quality promenades, and to enhance pedestrian amenity with double avenues of large-scale street trees and improved crossings;
 - provide for future transit;
 - revitalise degraded mainstreet precincts, restore retail confidence, and foster pedestrian/cafe activity; and
 - provide cues for announcing entry into Civic and the Central National Area.

VERNON CIRCLE PEDESTRIAN PROMENADE

- To make City Hill the city's natural focal point, action should be taken to:
 - alter the existing freeway environment of Vernon Circle to establish an urban boulevard character;
 - physically connect Edinburgh and Constitution Avenues to City Hill;
 - provide for easy pedestrian movement with widened verges and double avenues of large-scale trees;

- provide signalised pedestrian crossings and access to City Hill; and
- create a quality address frontage to Vernon Circle and City Hill.

LONDON CIRCUIT TRANSIT HUB

- Prepare a master plan for London Circuit which recognises its role as an integral part of the City Hill precinct, and as the transit hub for the city.
- Provide for significant streetscape improvements consistent with this role.

EDINBURGH AVENUE ENHANCEMENT

- Prepare a master plan for Edinburgh Avenue, recognising its role as a gateway from the city to the National Museum of Australia, the Australian National University and West Basin.

MAIN AVENUES AS MULTI-USE TRANSIT BOULEVARDS

- Identify and prepare master plans for key avenues to act as strategic growth corridors. These avenues would have the capacity to deliver the boulevard qualities of the Griffin design for prosperous mixed-use, transit corridors conducive to a vital street life and pedestrian activity.





ACT
Government

Economic Development

COMPLETED



25/3

000284

79.

**Date due with
Minister's
Office**

19/03/13

**Date due
with DG Office**
*at least 2 working days
before Minister's Office*

18/03/13

**Tracking
Numbers**

BM13/352

Any other critical date and reason

Subject: City Hill Project

Reply to Correspondence From: [REDACTED]

Contact Officer: Rod Baxter
Phone: x52663

Cleared by Executive Director: Hamish McNulty

Date: 8/3/13

Cleared by A/g Deputy Director General: Chris Reynolds

Date: 14.3.13

Cleared by Director-General: David Dawes

Date: 17/3/13



78.
000283
COPY

Andrew Barr MLA

DEPUTY CHIEF MINISTER

TREASURER
MINISTER FOR ECONOMIC DEVELOPMENT
MINISTER FOR COMMUNITY SERVICES
MINISTER FOR SPORT AND RECREATION
MINISTER FOR TOURISM AND EVENTS

MEMBER FOR MOLONGLO

[REDACTED]

Dear [REDACTED]

Thank you for your e-mail of 28 February 2013 concerning City Hill.

I am pleased to attach a copy of the *Design Information Brief for the Northbourne Avenue / City Hill Precinct* (2 February 2011) for your information as requested.

I regret that I am not able to provide you with copies of tenderers' submissions that are treated as 'commercial-in-confidence'.

Yours sincerely

Andrew Barr MLA
Minister for Economic Development

20 MAR 2013

Attachment

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601

Phone (02) 6205 0011 Fax (02) 6205 0157

Email: barr@act.gov.au Facebook: Andrew.Barr.MLA Twitter: @ABarrMLA

100
CANBERRA

BMI3/352

77.

14/3

From:
Sent:
To:
Subject:

000282

out of scope (oos)

D | 6205 0116 M | 0401 123 140 F | 6205 0157 E | tracey.pulli@act.gov.au URL |
www.andrewbarr.com.au

-----Original Message-----

From: [REDACTED]
Sent: Thursday, 28 February 2013 3:55 PM
To: BARR
Subject: City Hill Project

Dear Mr Barr

I refer to your letter dated 14 February 2013.

Can you please send me a copy of:

1. The brief for the 'City Hill Project'
2. The 5 tenders submitted, including the designs, for the project

Thank you

[REDACTED] e



ACT
Government

Economic Development

COMPLETED

76.
000231

**Date due with
Minister's
Office**

5/2/13

**Date due
with DG Office**
*at least 2 working days
before Minister's Office*

4/2/13

**Tracking
Numbers**

BM13/91

Any other critical date and reason

Subject: City Hill Pedestrian Link

Reply to Correspondence From: [REDACTED]

Contact Officer: Rod Baxter
Phone: x52663

Cleared by Executive Director: Hamish McNulty

Date: 8/2/13

Cleared by A/g Deputy Director General: Chris Reynolds

Date: 11.2.13

Cleared by Director-General: David Dawes

Date: 12/2/13



75.
COPY

Andrew Barr MLA

DEPUTY CHIEF MINISTER

TREASURER

MINISTER FOR ECONOMIC DEVELOPMENT

MINISTER FOR COMMUNITY SERVICES

MINISTER FOR SPORT AND RECREATION

MINISTER FOR TOURISM AND EVENTS

MEMBER FOR MOLONGLO

[REDACTED]

[REDACTED]

Thank you for your letter of 16 January 2013 to Mr Simon Corbell MLA, Minister for the Environment and Sustainable Development, concerning City Hill. Your letter has been referred to me by Mr Corbell as the issues you raise primarily relate to my portfolio.

I am advised that the tender process, evaluation and engagement of LahzNimmo + Spackman Mossop Michaels for a 2011 design consultancy were entirely consistent with the *Government Procurement Act 2001*. The Government Procurement Regulation 2007 made under the *Government Procurement Act 2001* requires that three quotations be obtained for consultancies valued at less than \$200,000. Five consultants were invited to tender for the City Hill project and four quotations were received and evaluated in accordance with the approved Procurement Plan. You were not included in the short list of consultants for the reasons provided to you by Mr Baxter in his e-mail of 18 August 2011.

There is no evidence that supports your claim that original design ideas vested in your Federation Place competition submission were surreptitiously appropriated by the Territory. Your 2002 competition entry was not cited as a reference in the 2011 consultancy brief and nor did the Territory provide your concept design to the successful consultant. The only background design information provided in the brief is publicly available in the National Capital Authority's 2004 *The Griffin Legacy*.

The Tender Evaluation Panel (Panel) was aware that you had designed Reconciliation Place. The Panel also understood that Lahz Nimmo + Spackman Mossop Michaels were engaged by the National Capital Authority to design Humanities and Science Campus, a project that was subsequently recognised by the Australian Institute of Architects ACT Chapter with its 2011 Urban Design Award.

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601

Phone (02) 6205 0011 Fax (02) 6205 0157

Email: barr@act.gov.au Facebook: Andrew.Barr.MLA Twitter: @ABarrMLA

100
CANBERRA

Your final assertion that the procurement process was improperly influenced by people external to the Tender Evaluation Panel is incorrect. I am advised that the four tenders received were properly assessed in accordance with the Tender Evaluation Plan and that the highest ranking given to the Lahz Nimmo + Spackman Mossop Michaels submission was appropriate.

Thank you for bringing your concerns to my attention.

Yours sincerely



Andrew Barr MLA

Minister for Economic Development

14 FEB 2013

CC: Mr Simon Corbell MLA



16 January 2013

Simon Corbell
Minister for Environment and Sustainable Development
GPO Box 1020
Canberra, ACT 2601
Email: corbell@act.gov.au
Phone: (02) 6205 0000
Fax: (02) 6205 0535

Dear Minister Corbell

New Pedestrian Link on Northbourne Avenue to City Hill - Confidential

The procurement of new public landscape works for Northbourne Avenue to City Hill has not followed a fair and proper process, and there are reasons to believe that some level of corruption may have taken place.

- In 2009 in good faith I met with ACT Government representatives David Dawes and Rod Baxter. I presented my design for 'Federation Place' and proposed that it might be realised as a Centenary of Canberra project.
- I invited Alastair Swayn to accompany me to that meeting on the basis that his larger and ACT Government accredited commercial firm *Jackson Swayn* would assist my firm if the project were to proceed.
- My design for *Federation Place* (attached) won the ACT Government's national design competition in 2002. The design proposed a covered square, light rail station and a new pedestrian link on Northbourne Avenue to City Hill. It was described by Sue Halliday at the 2011 Walter Burley Griffin Lecture: *'the winning design by Kringas Architects of a competition in 2002 to bring life into civic - a daring glass box inserted into the space between the London and Melbourne buildings with cafes, bars and LIFE! Exactly the kind of bold initiative needed'*.
- Mr Baxter dismissed the *Federation Place* proposal, saying that no funding was available for any such project. Instead he said the government was looking at very minor works, such as beautification works around Civic. He made no mention of any proposed work to Northbourne Avenue or City Hill.

- However, in 2011 I then learned that the ACT Government had in fact tendered works for a new pedestrian link on Northbourne Avenue to City Hill. Despite having won a national design competition run by the ACT Government for that very site and proposing that very idea, I was not invited to tender.
- I requested a copy of the proposed design, the selection criteria and procurement process from Mr Baxter, but I have received nothing.
- When I inquired as to why I had not been invited to tender, Mr Baxter advised 'no reason for you not being invited other than we were looking for a 'lighter touch' than your [*Federation Place*] proposal'. I asked why I could not be given the opportunity to design a 'lighter' scheme. Mr Baxter could not provide an answer.
- I asked about the origin of the idea for the project, Mr Baxter claimed (attached) that the idea had been provided by the National Capital Authority's document '*The Griffin Legacy*'. However *The Griffin Legacy* does not show or propose any form of pedestrian link from Northbourne Avenue to City Hill. At any rate, *The Griffin Legacy* was published in 2004, well after the design for *Federation Place*, which was designed in 2001.
- I was advised that the project had been given to *Lahz Nimmo* architects. In a phone conversation 4 August 2011, ACT Government representative Jane Easthope advised 'we were very impressed with *Lahz Nimmo*'s work adjacent *Questacon* and the *National Library*'.
- The main work adjacent *Questacon* and the *National Library* is *Reconciliation Place* – a public landscape project extending from the *National Library* to the *National Gallery* resulting from a national competition in 2001(attached). I designed *Reconciliation Place*.
- On investigation, I then found the *Lahz Nimmo* website (lahznimmo.com) featured numerous photos and plans of *Reconciliation Place* without any acknowledgement of the design's authorship.
- *Lahz Nimmo* had been commissioned by the National Capital Authority to design a 'Science and Humanities Square' in 2008, but after widespread public and professional criticism, their proposal for a large elliptical berm (attached) was scrapped. *Lahz Nimmo* then designed a few minor isolated features in the area. The images and plans on the website however clearly show *Reconciliation Place*.
- I sent Ms Easthope the images of *Reconciliation Place* taken from the *Lahz Nimmo* website. She confirmed 'This was one of the projects nominated by *Lahz Nimmo*' (attached).
- I wrote to Mr Swayn, who had then been appointed as 'ACT Government Architect', raising my concerns (attached). I did not receive any reply. I was not aware at that point that Mr Swayn had himself been directly involved in tendering the Northbourne - City Hill project.
- The *Lahz Nimmo* website was then altered to acknowledge that *Reconciliation Place* was not their design. I assume Mr Swayn advised *Lahz Nimmo* to do this. I did however, make a copies of the earlier version of the website (attached).

- I understand that the ACT Government Architect was nominated and is funded by the University of Canberra. I understand that Annabelle Pegrum at the University of Canberra was involved in the appointment.
- Ms Pegrum has a personal association with Mr Swayn. In her position at the University of Canberra, Ms Pegrum appointed Mr Swayn as a Professorial fellow, and awarded several construction contracts to his architectural firm.
- Ms Pegrum also appears to have a personal association with *Lahz Nimmo* architects. At the National Capital Authority in 2008 she engaged *Lahz Nimmo* for the proposed 'Science and Humanities Square'. Later, at the University of Canberra, she engaged *Lahz Nimmo* to design a new campus building. Recently, Mr Swayn and the National Capital Authority (Ms Pegrum's former office) awarded *Lahz Nimmo* public works in the Parliamentary Zone.

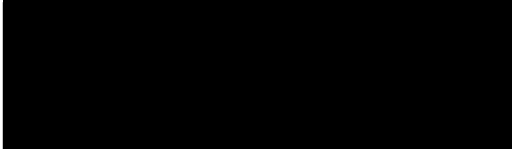
It would appear that:

1. The ACT Government has not followed a fair, merit-based and accountable process in procuring these publicly funded works.
2. The ACT Government has surreptitiously appropriated original design ideas vested in my design for *Federation Place*.
3. *Lahz Nimmo* have falsely implied that they designed *Reconciliation Place*.
4. The ACT Government has awarded the Northbourne-City Hill project to *Lahz Nimmo* wrongly believing that *Lahz Nimmo* designed *Reconciliation Place*.
5. The procurement process has been improperly influenced by personal associations between Annabelle Pegrum, *Lahz Nimmo* and Alastair Swayn.

I suggest that this matter needs to be formally investigated before any work proceeds. I would appreciate your advice on the findings of that investigation. I am happy to provide more information if required, and to meet to discuss this at your convenience.

The Federation Place competition was judged blindly on merit by an expert jury including Betty Churcher, Peter Tonkin, business representatives and government. This process assured fairness to competitors, quality for the community, and value to the tax payer. Such assurances are distinctly absent from the government's management of the Northbourne-City Hill project.

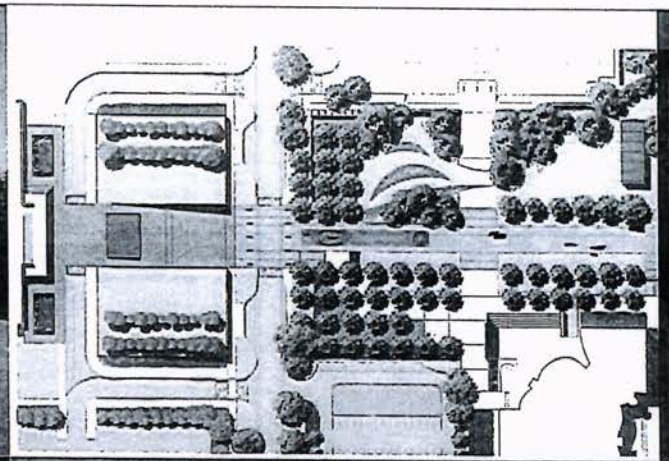
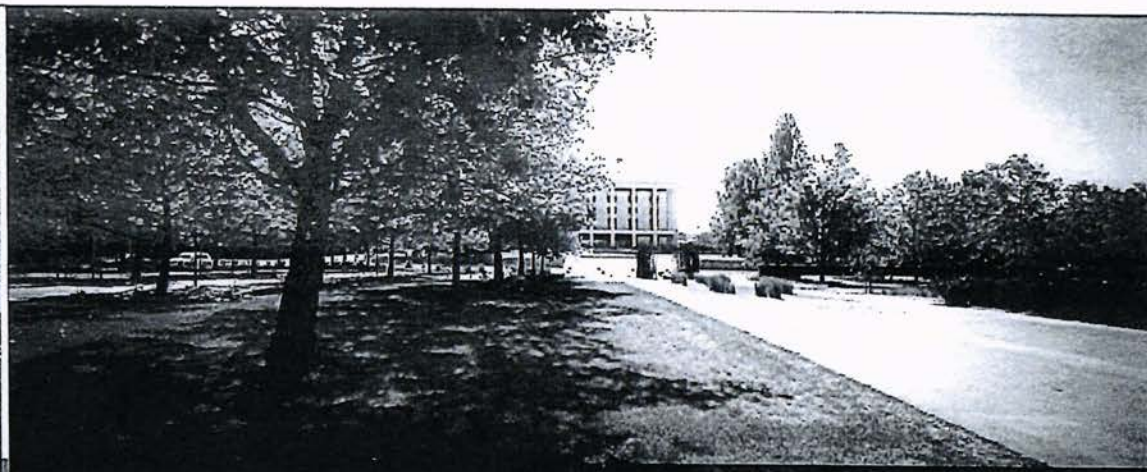
Yours faithfully



Cc David Papps, Shane Rattenbury



download pdf »



lahznimmo
architects

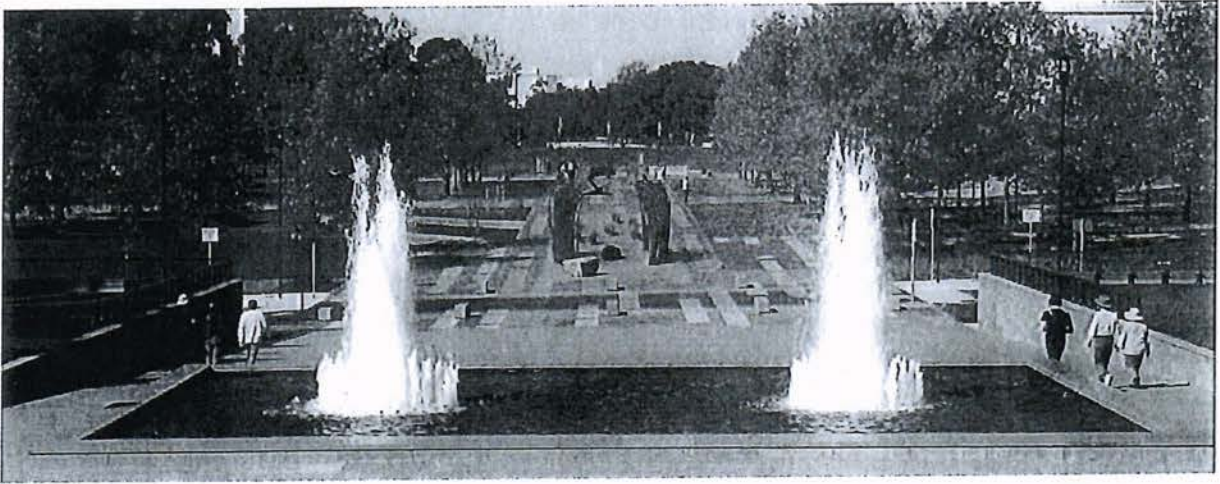
humanities and science campus
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news
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public
urban
educational
residential
commercial
proposals
archive

armory wharf
canberra institute of technology
humanities and science campus
sydney olympic games
sydney olympic games rings
warragamba dam masterplan works

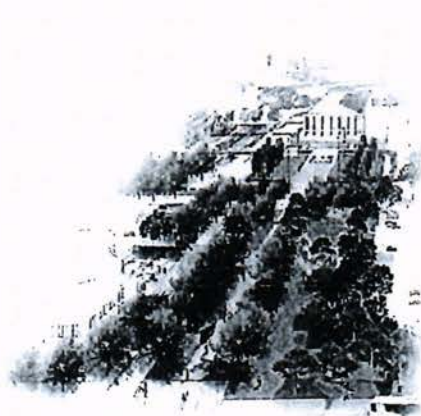
Humanities and Science Campus Place, Canberra



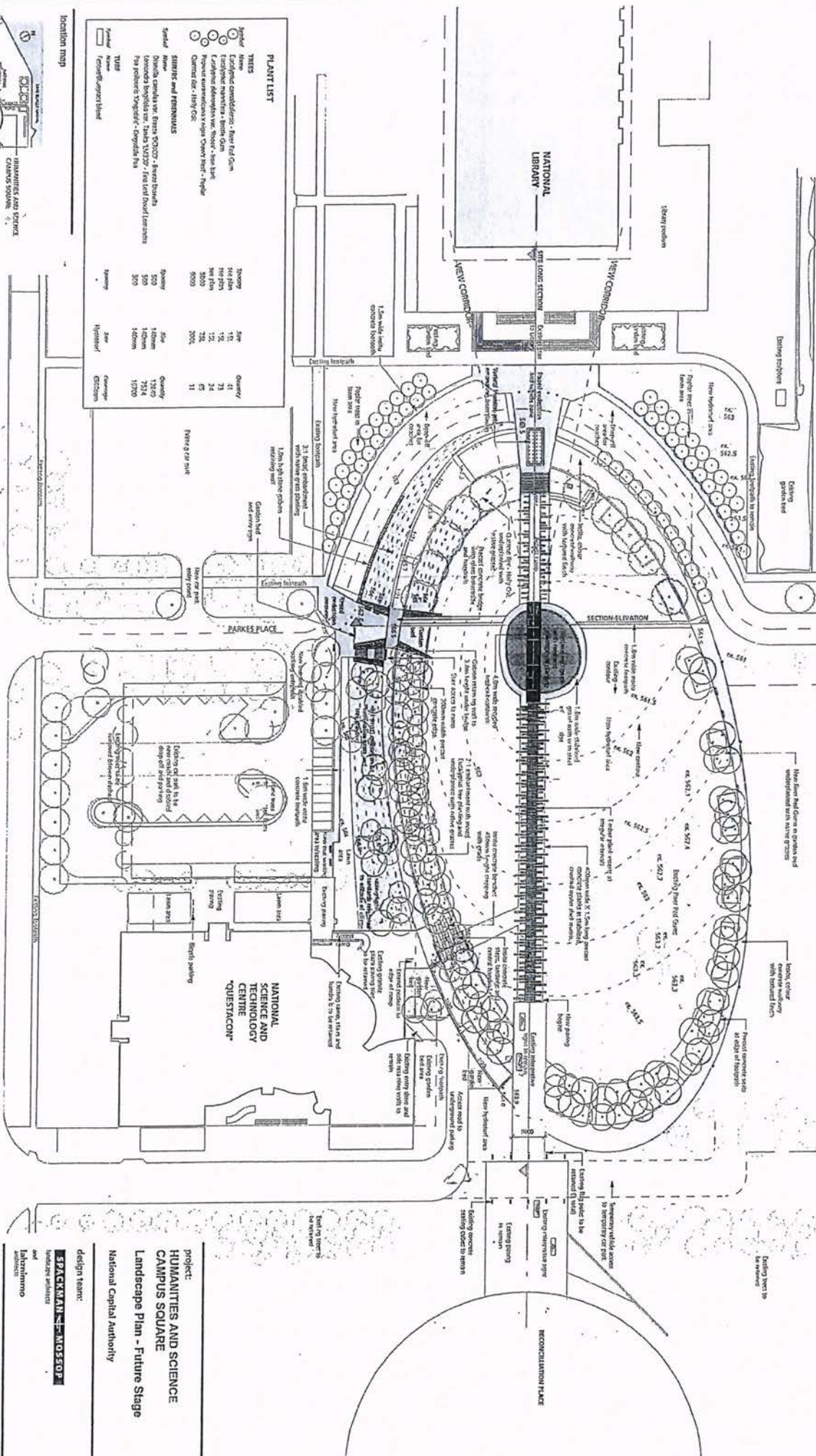
After successfully completing the Humanities and Science Development Plan lahznimmo architects and Spackman and Mossop Landscape Architects were engaged to design a new campus place between the National Library of Australia and Questacon. The aim of the Campus place is to provide a major public space to unify and identify that campus.

The scheme has two main parts: the restoration and upgrade of the existing National Library of Australia forecourt; and, through the removal of Enid Lyons Street, the creation of a new public space which provides improved amenity for people. Whilst respecting the neo-classical formality of the National Library, the design provides a new and more appropriate setting for the sculptures of Reconciliation Place and the many young visitors to Questacon. The project was completed in early 2010.

Client: National Capital Authority
Budget: \$5.5 mil



PLANT LIST		TREES		SHRUBS		HERBACEOUS		SPERMATOPHYTES		Gymnosperms		Angiosperms	
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	4		4		4		4		4		4		4
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project:
HUMANITIES AND SCIENCE
CAMPUS SQUARE
Landscape Plan - Future Stage
National Capital Authority

design team:

SPACKMAN + MOSSOP
landscape architects

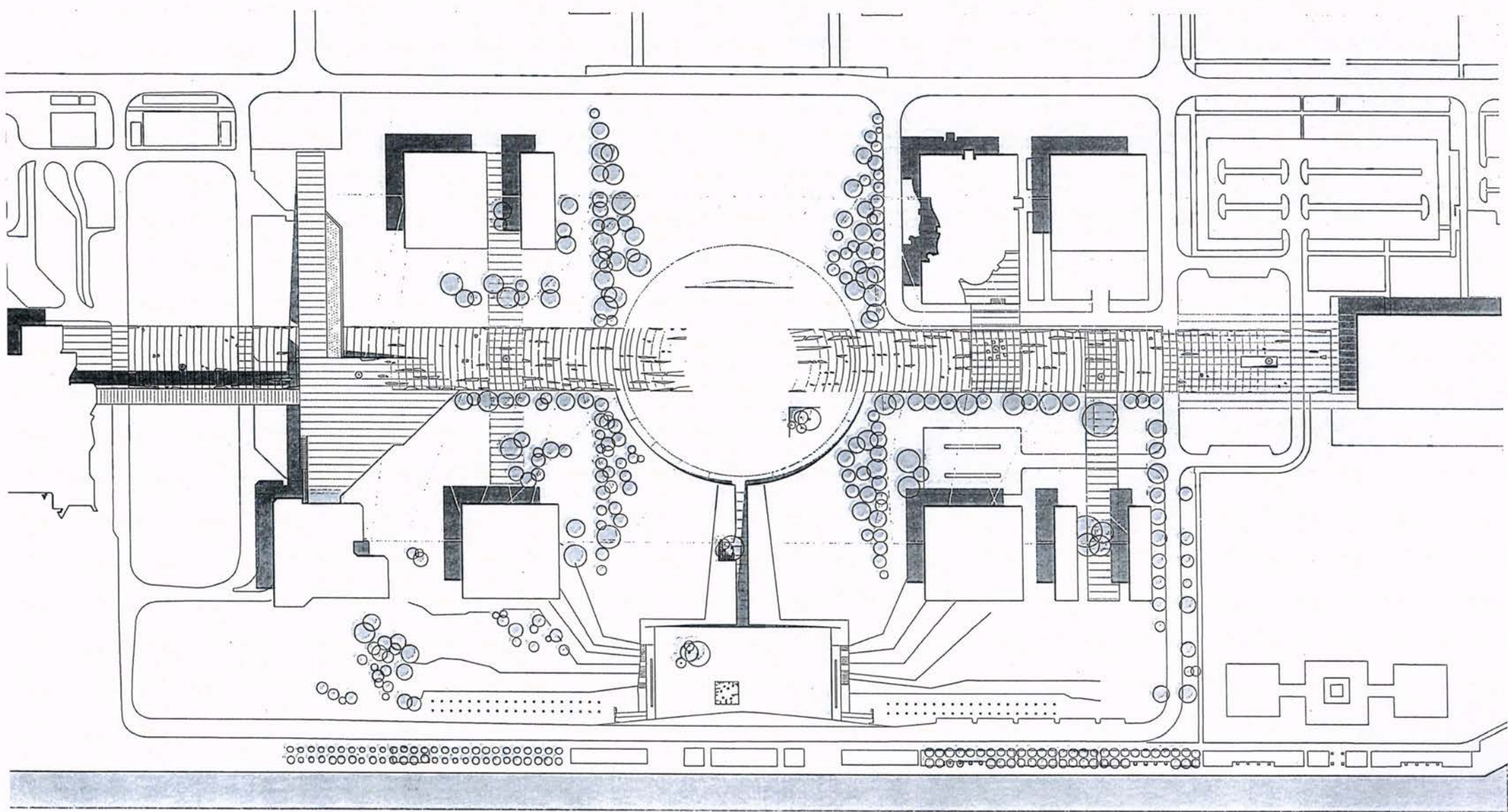
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000272

Maher, Ellis

From: Guest, Clare
Sent: Wednesday, 16 January 2013 3:26 PM
To: Maher, Ellis
Subject: FW: Letter to Simon Corbell 16 January 2013 and attachments
Attachments: 2013.01.16 Simon Corbell.pdf; Lahz Nimmo website 1.pdf; Lars Nimmo Website 2.pdf; Science & Humanities Square 2008.pdf; Reconciliation Place 2001. pdf.pdf

Hi Ellis

Can you check whether the attached is for EDD to respond to?

Kind Regards

Clare Guest | Directorate Liaison Officer | Office of Simon Corbell MLA | Minister for the Environment and Sustainable Development | Legislative Assembly Building | GPO Box 1020 CANBERRA ACT 2601 | t: 02 6205 0493 f: 02 6205 0157 | e: Clare.Guest@act.gov.au

From: Cameron, Lesley
Sent: Wednesday, 16 January 2013 1:10 PM
To: Guest, Clare
Subject: FW: Letter to Simon Corbell 16 January 2013 and attachments

Clare, please request a response. But can you check first if we have responded before – he is banging on about something that happened a few years ago and I know he has raised it with Min in conversation.

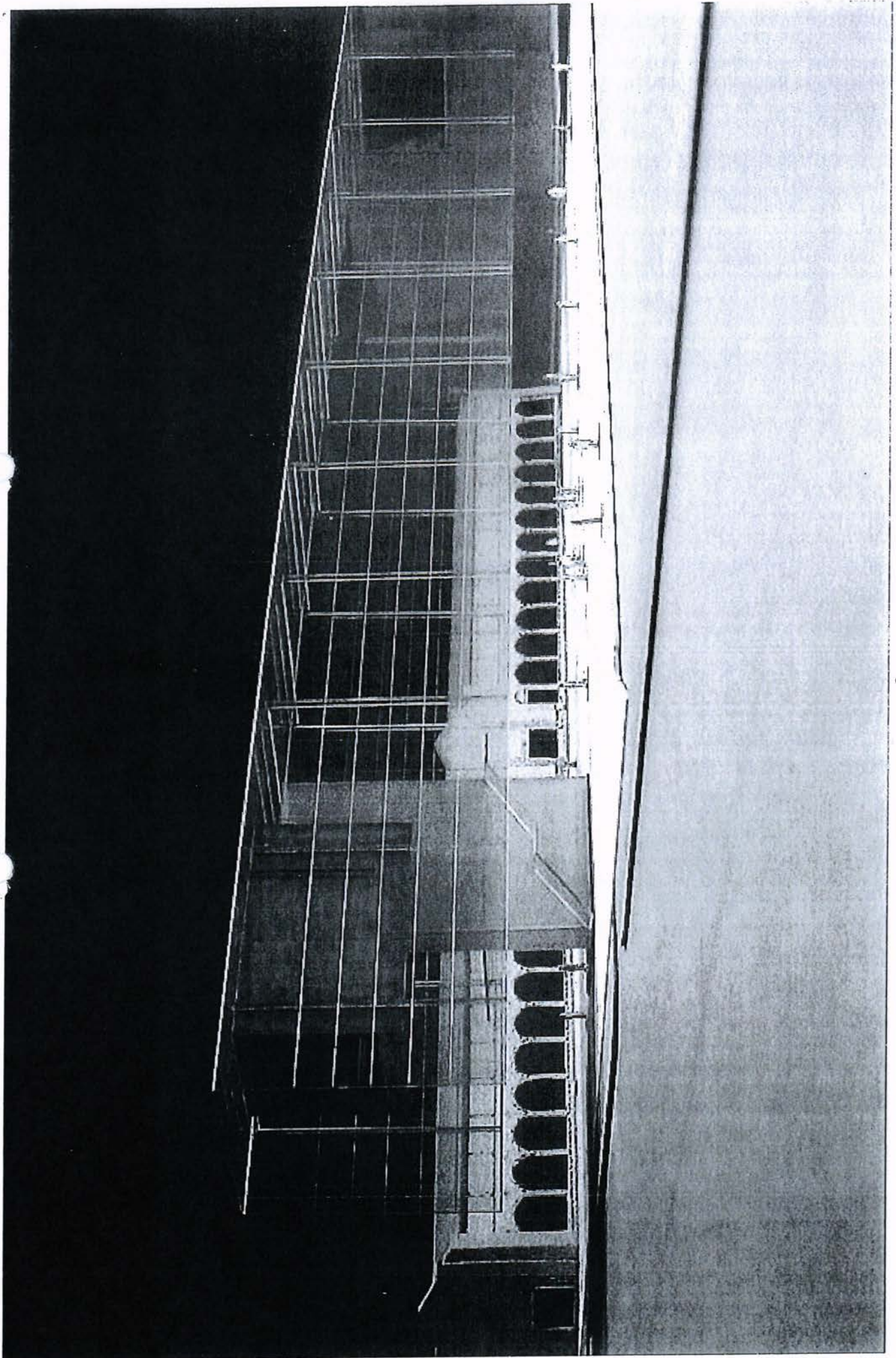
From: Hosking, Kim
Sent: Wednesday, 16 January 2013 12:35 PM
To: Cameron, Lesley
Subject: FW: Letter to Simon Corbell 16 January 2013 and attachments

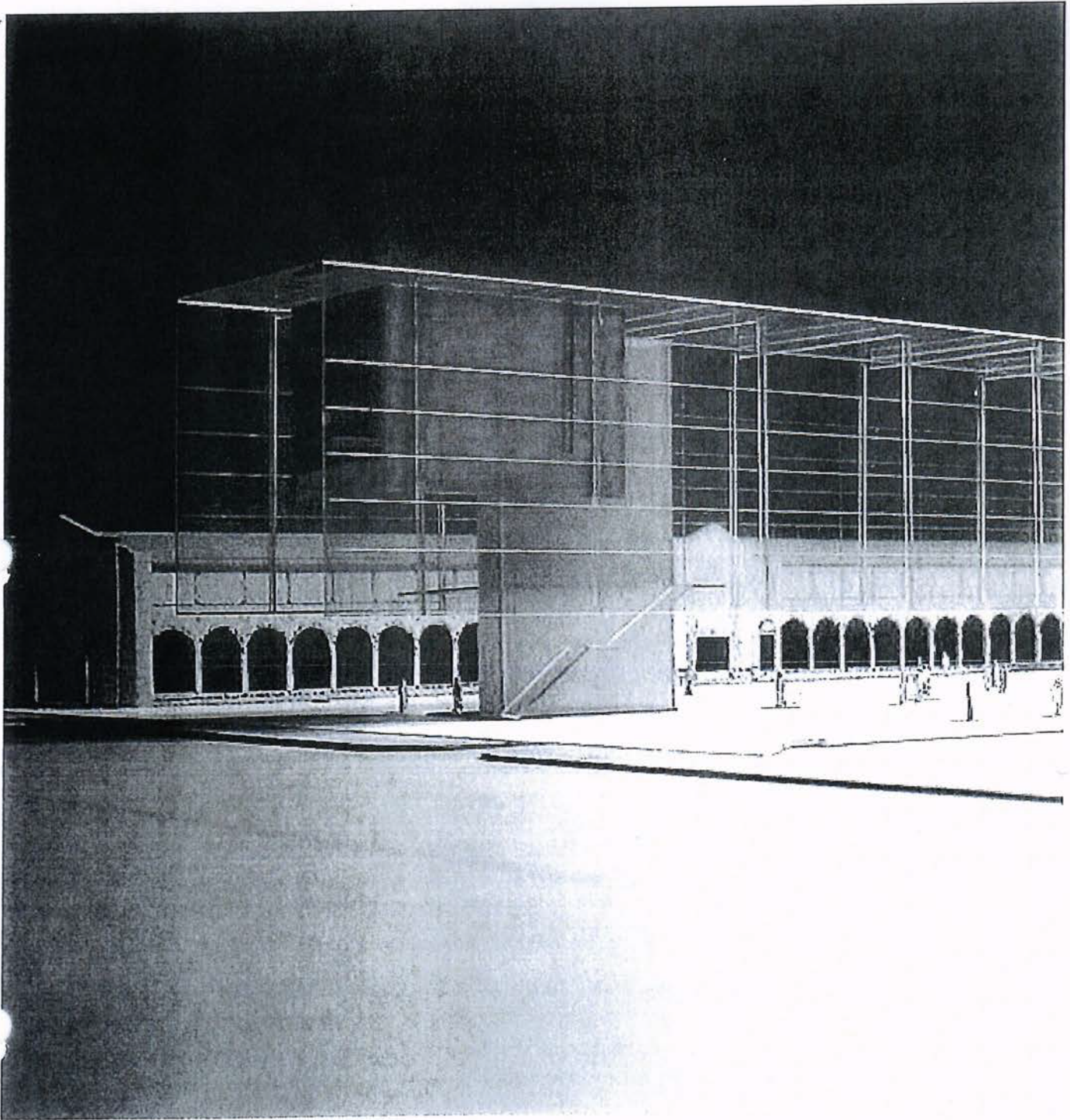
For reply pls Lesley.

Thanks, Kim.

From: [REDACTED]
Sent: Wednesday, 16 January 2013 8:26 AM
To: CORBELL
Cc: Papps, David; RATTENBURY
Subject: Letter to Simon Corbell 16 January 2013 and attachments

ATTACHMENTS





From: [REDACTED]
Date: 4 August 2011 5:43:56 PM AEST
To: rod.baxter@act.gov.au
Cc: jane.easthope@act.gov.au
Subject: City Hill Pedestrian link

Hi Rod

As mentioned, I've recently learned that there are plans for a pedestrian walk from between the Sydney and Melbourne Buildings. Jane Easthope advised today that a Sydney firm Lahz Nimmo were engaged for this work from a limited tender of 5 architectural firms. I'm wondering why, having jointly won a national competition in this precise location, [REDACTED] [REDACTED] weren't invited. You will also recall that I and Alastair Swayn

met with you and David Dawes specifically expressing interest in any future development of this area.

I'm also wondering about appropriation of ideas. Along with strategic planning for City Hill and surrounds, a pedestrian link from between the Sydney and Melbourne building to City Hill is central to my design for Federation Place. Perhaps there have been earlier designs that documented this idea, but I have not seen them.

Could you please advise on these issues?

Thanks

[REDACTED]

From: "Baxter, Rod" <Rod.Baxter@act.gov.au>

Date: 18 August 2011 5:06:51 PM

[REDACTED]

Cc: Alastair Swayn <aswayn@djas.com.au>, "Easthope, Jane" <Jane.Easthope@act.gov.au>
Subject: RE: Centenary Project

[REDACTED]

No reason for you not being invited other than we were looking for a 'lighter touch' than your 2002 proposals.

Regarding the appropriation of ideas I haven't made the plans you sent me available to anyone, and as far as I know lahznimmo isn't aware of them.

The design guidance provided through the brief is in publicly available documents, namely the Griffin Legacy .

Regards

Rod

[REDACTED]
Date: 25 August 2011 1:59:27 PM

To: "Easthope, Jane" <Jane.Easthope@act.gov.au>

Subject: Lahz Nimmo works at NLA and Questacon

Hi Jane

In our conversation 4 August you said that Lahz Nimmo were selected for the City Hill project based on work they did near Questacon and the National Library.

Can you please tell me, are the works shown in the attached photos the works you are referring to by Lahz Nimmo?

Regards

[REDACTED]

From: "Easthope, Jane" <Jane.Easthope@act.gov.au>
Date: 5 September 2011 12:30:39 PM
Cc: "Baxter, Rod" <Rod.Baxter@act.gov.au>
Subject: RE: Lahz Nimmo works at NLA and Questacon

They were selected on the basis of referees reports and other selection criteria. This was one of the projects nominated by Lahz Nimmo.

Jane

Jane Easthope |
Phone 02 6205 2758 | Fax 02 6207 0123 | Mobile
City Centre Improvements | Economic Development Directorate | ACT Government
490 Northbourne Avenue Dickson ACT 2604 | GPO Box 158 Canberra ACT 2601
| www.laps.act.gov.au

Begin forwarded message:

From: [REDACTED]
Date: 15 January 2012 9:25:19 AM
To: Alastair Swayn <aswayn@djas.com.au>
Subject: Government works: Pedestrian Link to City Hill

Hi Alastair

All the best for 2012. I hope you are enjoying a relaxing summer.

I wrote to you previously about the recent tendering of design works for a pedestrian way along Northbourne Avenue to City Hill, but haven't received a reply from you as yet. I have written to Environment Services Director David Papps, and his reply is attached.

You will recall that in 2009 you and I met with Rod Baxter and David Dawes, and presented my national competition winning design for *Federation Place*, suggesting it would make an excellent *Centenary of Canberra* project.

It seems that since that meeting, a core idea of Federation Place has been taken, 5 other architectural firms invited to tender, and then awarded to a firm that implied it designed Reconciliation Place, which was designed by me.

I find it disturbing that such a significant public project could be handled in this way.

I am thinking I will now write to the Chief Minister, and perhaps the Ombudsman.

Can I please have your advice as Government Architect on this matter?

Regards

[REDACTED]

Baxter, Rod

From: Andrew Smith [Andrew.Smith@natcap.gov.au]
Sent: Tuesday, 21 February 2012 1:55 PM
To: Baxter, Rod
Cc: aswayn@djas.com.au; Gary Rake
Subject: Re: FW: EDINBURGH AVENUE EXTENSION - NCA MEETING FRIDAY 17 FEB 12
 [sec=unclassified]

Security:[SEC=UNCLASSIFIED]

Thanks for this Rod

There are a number of matters that require clarification regarding this summary. Comments are noted against each point.

1. The merits of the preferred option in meeting all 11 design principles of NCP Appendix T7 were acknowledged by the NCA. The attachment refers.

Comment: This is not correct. The NCA noted that a cursory analysis revealed inconsistencies in the assessment table presented. The two inconsistencies identified at the meeting were:

- 1) two options provided the same level of traffic efficiency (LoS A & C) when using the SIDRA analysis, yet only one was rated as being satisfactory. ACT Government explained this difference by prioritising different delay times / queue lengths within the models but did not present a detailed comparison of the benefits / consequences of the delays at this detailed level.
- 2) the impact on building form. The ACT Government's preferred option will impact building form but this was not noted. All options that include a slip lane will impact on the building form as the road reservation must increase to accommodate road furniture such as lights, signs trees etc. This will impact on the building form when compared to the description of building form in the NC Plan.

It was also noted that the analysis did not address the impact of the intersection options on vehicle movement into and out of the Section 63 car park. This will need to be addressed.

2. The need to realign the Vernon Circle boundary of the land south of Edinburgh Avenue, to achieve a verge width suitable for light columns and street trees was agreed. The recomputed block boundary will be a pre-requisite for Works Approval, noting that the 3.5m left turn lane will cause the arc of street trees to be outside the existing road easement.

Noted

3. A coordinated urban design response needs to be demonstrated to four projects currently being considered around City Hill, namely:
 - a. Edinburgh Avenue;
 - b. Constitution Ave;
 - c. Northbourne Avenue; and
 - d. Landscape development of City Hill.

Noted

4. It was agreed that Lahz Nimmo's master plan should accurately reflect the engineering design of Edinburgh, Constitution and Northbourne Avenues and be a companion document to respective Works Approval applications.

The Lahz Nimmo Masterplan was not discussed. You can include it as supporting document if you wish.

5. An holistic overview, demonstrating a coordinated implementation strategy, was seen as having a number of benefits in addressing stakeholder concerns about incremental and uncoordinated proposals.

Noted

6. The setback for the block south of Constitution Ave may need to reflect the building line being set by Edinburgh Ave design. There is no traffic justification for a fourth lane at Constitution Ave to mirror Edinburgh Ave. My thoughts are that we would be better mirroring the building line and instead of bitumen, maybe working with a double row of trees in the resultant widened verge and perhaps through the paving pattern. A fourth lane for the sake of symmetry seems unpalatable to me. The symmetry of the urban design solution will be coordinated with the Constitution Ave project over the next three to four weeks and further discussions arranged with NCA.

Noted: to ensure the symmetry remains, all block boundaries south of Edinburgh and Constitution Ave will have to be recomputed (as per item 2)

7. There is sufficient basis for defining a package of work that can be included in the Deed of Variation with City West Property Holdings and this will be worked through as a matter of urgency with Ron Brooker, the Deed Manager.

This was not discussed.

You have not noted that there was discussion regarding the need for a heritage assessment and heritage impact statement. This work must be completed to a standard suitable for referral under the EPBC Act. It will be required as part of the works approval submission.

Though not discussed, a standard part of the heritage assessment includes consideration of alternatives. The assessment to date is based on the traffic modelling which includes the assumption that to provide pedestrian access to City Hill the operation of these signals must be co-ordinated with the operation of those at London Crt. The various options are different road treatments built around this assumption.

It seems to me that there are three substantively different approaches that those with an interest in these matters would expect a proponent to consider as part of developing this proposal.

- 1) Retain existing pedestrian access points (business as usual)
- 2) Put in an unsignalised pedestrian crossing
- 3) Change the signalisation phasing to be driven by pedestrian demand only ie signals would only operate when someone wanted to cross the road. This is the approach adopted further along Commonwealth Ave and in a number of locations on Limestone Ave.

2 and 3 (and the proposed solution) require a judgement about how often people will actually go to City Hill during the peak period. Both could also open the door to consideration of other locations for the crossing.

The NCA also advised that this project will go to full public consultation. The ACT Government should consider who will be its spokesperson during the consultation session.

Regards

This email, and any attachments, may be confidential and also privileged. If you are not the intended recipient, please notify the sender and delete all copies of this transmission along with any attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.

 Andrew Smith
Chief Planner
National Capital Authority

p: 02 6271 2806
m: _____

LAHZ NIMMO CORRESPONDENT
WITH ACT GOVERNMENT.

Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Friday, 19 July 2013 11:56 AM
To: Scott O'Keefe
Cc: Peter Evans; Baxter, Rod
Subject: RE: Original Survey File - City Hill Canberra
Attachments: city_hill.zip

Scott,

Let me know if this works,

cheers

Andrew Nimmo

Director
 Adjunct Professor, Faculty of Architecture, Design and Planning University of Sydney

lahznimmo
architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
 Newtown NSW 2042 Australia

T 02 9550 5200
 F 02 9550 5233

info@lahznimmo
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Please consider the environment before printing this e-mail

From: Scott O'Keefe [mailto:Scott.O'Keefe@ghd.com]
Sent: Friday, 19 July 2013 11:41 AM
To: Andrew Nimmo
Cc: Peter Evans; rod.baxter@act.gov.au
Subject: Original Survey File - City Hill Canberra

Hi Andrew,

Can you please provide the original survey CAD dwg file from the surveyor for the City Hill Sculpture project here in Canberra?

The base files I received off Rod, have some survey data in the background, but I would like the surveyors file so we can run 3D design on the paths and have it in real world coordinates

If you can send this through ASAP that would be appreciated so we can progress the path design.

Thanks

Scott O'Keefe
Site Engineer

GHD

T 61 2 6113 3313 | V 23 3313 | scott.okeefe@ghd.com
Level 7, 16 Marcus Clarke Street, Canberra ACT 2601 | GPO Box 1877 Canberra ACT 2601 | www.ghd.com

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Tuesday, 16 July 2013 10:51 AM
To: Baxter, Rod
Subject: RE: City Hill Path

Hi Rod,

I am going to chat to David Goding at Morris Goding – if I get a favourable response – then I will ask him to give a me a Fee Proposal to formalize the advice.

regards

Andrew Nimmo

Director
 Adjunct Professor, Faculty of Architecture, Design and Planning University of Sydney

lahznimmo
architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
 Newtown NSW 2042 Australia

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Please consider the environment before printing this e-mail

From: Baxter, Rod [mailto:Rod.Baxter@act.gov.au]
Sent: Tuesday, 16 July 2013 8:45 AM
To: Andrew Nimmo
Cc: Peter Evans; Geoff Farquhar-Still
Subject: RE: City Hill Path

Thanks Andrew.

To refresh my memory, were you going to talk to your access consultant about tactiles or are we doing that?

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
 T: 02 6205 2663 | F: 02 6207 0123 | M:

470 Northbourne Avenue Dickson ACT 2604
 GPO Box 158 Canberra City ACT 2601

From: Andrew Nimmo [<mailto:a.nimmo@lahznimmo.com>]
Sent: Monday, 15 July 2013 4:27 PM
To: Baxter, Rod
Subject: City Hill Path

Rod,

Dwg files for proposed City Hill path attached as discussed,

regards

Andrew Nimmo

Director
Adjunct Professor, Faculty of Architecture, Design and Planning University of Sydney

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 8 July 2013 10:20 AM
To: Baxter, Rod
Subject: City to Lake

Rod,

I just had a look at the City to Lake Vision - <http://www.citytolake.com.au/fbook CttL/>

It appears to have totally ignored the City Hill Masterplan and undermines many of the principles – it shows the proposed light rail running right up to and around Vernon Circle – blocking long term pedestrian access to City Hill from Northbourne Avenue. It also shows the light rail running up Constitution Avenue with a stop and platform eating into City Hill – I don't know how this will work with the levels.

This is all very confusing!

regards

Andrew Nimmo
 Director
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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Wednesday, 3 July 2013 10:55 AM
To: Baxter, Rod
Subject: RE: City Hill site visit and pics of proposed location

Thanks Rod,

See you on site – City Hill – at 2.00 pm.

regards

Andrew Nimmo

Director
 Adjunct Professor, Faculty of Architecture, Design and Planning University of Sydney

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Please consider the environment before printing this e-mail

From: Baxter, Rod [mailto:Rod.Baxter@act.gov.au]
Sent: Tuesday, 2 July 2013 4:02 PM
To: Andrew Nimmo
Subject: RE: City Hill site visit and pics of proposed location

Hi Andrew.

Sorry I have been hard to catch. I tried calling earlier.

Your fee proposal in the ex gst amount of \$19,810 is fine. Your program that completes the submission by 2 August should be fine provided we have a good sense along the way that everything sits well with the NCA.

We are all on for Friday so looking forward to that site visit and discussion.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
 T: 02 6205 2663 | F: 02 6207 0123 | M:

470 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

From: Andrew Nimmo [<mailto:a.nimmo@lahznimmo.com>]
Sent: Monday, 1 July 2013 10:46 AM
To: Baxter, Rod
Subject: RE: City Hill site visit and pics of proposed location

Rod,

See attached proposed Fee as discussed – I am suggesting coming down this Friday if that suits.

regards

Andrew Nimmo
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From: Baxter, Rod [<mailto:Rod.Baxter@act.gov.au>]
Sent: Wednesday, 26 June 2013 3:56 PM
To: Andrew Nimmo
Cc: Peter Evans; Greig, Nathan; Geoff Farquhar-Still
Subject: FW: City Hill site visit and pics of proposed location

Hi Andrew,

Below is confirmation that Canberra CBD Ltd would like to proceed with the sculpture in the north-eastern sector of City Hill.

Time is now at a premium so the project delivery approach that I envisage is:

1. Discussion between Geoff and you to finalise exact location and agree on who is doing what for the Works Approval documentation.
2. I imagine your role to be:
 - a) Expand on a Sculpture Master Plan and include the narrative from your letter

- b) Pedestrian access plan to the proposed sculpture from the southern side of London Cct
- c) Path details and finishes. the median of Northbourne remains part of the tram project so I am imagining low cost sacrificial pavement. Edged and stabilised granite gravel for example. Work on City Hill would be more permanent, nicely finished in-situ concrete but still with a tight budget.
- 3. Canberra CBD Ltd lodges Works Approval while GHD Canberra office prepares tender documents
- 4. Once we have Works Approval GHD will tender the work and supervise construction.

The advantage of using GHD is they are working with Geoff on structure and stonework for the sculpture and have good recent experience in this. Detailed integration and timing are now fairly critical.

A fee proposal and programme would be very much appreciated. Happy to discuss.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M:

Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

From: Jane Easthope [<mailto:JaneEasthope@canberracbdlimited.com.au>]

Sent: Wednesday, 26 June 2013 1:42 PM

To: Baxter, Rod

Cc: Emmanuel Notaras; geoff.sculpt@gmail.com; Alicia Doherty

Subject: FW: City Hill site visit and pics of proposed location

Rod

As discussed....

The attached photos are from a site visit undertaken by members of the Canberra CBD Limited Board. You will see Tony Hedley standing in what is perceived to be the approximate location of the sculpture.

The PDF Identifies the locations of the Northbourne axis and the alternative axis between Northbourne and Anslie Avenue.

There is Board consensus for the sculpture to be placed on the alternative access as long as it is with trees as a backdrop rather than within the trees. Their prime concern was visibility to motorists.

We look forward to viewing the details of the actual position of the sculpture.

Jane

Jane Easthope
CEO, Canberra CBD Limited

Direct:

Office: (02) 6162 4292

Fax: (02) 6162 1189

Address: PO Box 902, Civic Square ACT 2608

Email: janeeasthope@canberracbdlimited.com.au

Web: www.inthecitycanberra.com.au



CANBERRA CBD LTD

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Thursday, 30 May 2013 2:44 PM
To: Baxter, Rod
Cc: Andrew Smith (Andrew.Smith@natcap.gov.au); Geoff Farquhar-Still
Subject: RE: Centenary Obelisk
Attachments: Letter to R Baxter 30-05-13.pdf

Dear Rod,

Please find attached my review letter regarding the proposed location of the Centenary Obelisk on City Hill as requested. Please note that I have copied in Andrew Smith and Geoff Farquhar-Still as well.

regards

 Andrew Nimmo
Director
Adjunct Professor, Faculty of Architecture, Design and Planning University of Sydney

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Thursday, 30 May 2013 11:26 AM
To: Baxter, Rod
Subject: RE: CITY HILL
Attachments: Letter to R Baxter 30-05-13.pdf

Morning Rod,

Draft letter attached for your review. If you are ok with this, I would also like to copy in Andrew Smith, as I have paraphrased is conversation with me, and Geoff.

regards

Andrew Nimmo

Director
 Adjunct Professor, Faculty of Architecture, Design and Planning University of Sydney

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Please consider the environment before printing this e-mail

From: Baxter, Rod [mailto:Rod.Baxter@act.gov.au]
Sent: Wednesday, 29 May 2013 5:54 PM
To: Andrew Nimmo
Subject: RE: CITY HILL

Hi Andrew

Any progress with the letter?

Regards

Rod

From: Andrew Nimmo [mailto:a.nimmo@lahznimmo.com]
Sent: Friday, 24 May 2013 2:07 PM
To: Baxter, Rod
Subject: Re: CITY HILL

Hi Rod

I am in Adelaide today - back on Sunday. I spoke with Andrew Smith during the week and he supported in principal the idea of moving the sculpture to the first landscape room to the left, toward Ainslie Ave, providing it is not too close to Vernon Circle. He thought the biggest issue might be getting an accessible path to it and whether there was money for that part of the works. I was planning to put all this into a letter, including my own recommendations, which I will hopefully get to you early next week.

I will also have a look at what is involved in preparing a sculpture master plan.

I will give you a call on Monday to discuss further.

Regards

Andrew Nimmo
lahznimmo architects
Sent from my iPhone

On 24/05/2013, at 12:51 PM, "Baxter, Rod" <Rod.Baxter@act.gov.au> wrote:

Hi Andrew.

When we last spoke you were going to sound things out with Andrew Smith. If nothing has come of that can you give me a proposal to further develop the sculpture master plan with a particular focus on Canberra CBD's Centenary Sculpture.

Your work will be the overarching context plan into which Geoff's obelisk will sit. With or without Andrew S' blessing, I would like your plan so we can submit for Works Approval. Until we reach that point I am concerned that time will get away and we won't have the artwork installed in 2013.

Happy to discuss.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M: /

470 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

From: Andrew Nimmo [<mailto:a.nimmo@lahznimmo.com>]
Sent: Friday, 3 May 2013 6:40 PM
To: Baxter, Rod; Geoff Farquhar-Still
Cc: Jane Easthope
Subject: RE: CITY HILL

Hi Rod,

Nice to hear from you.

Happy to be involved - Monday 10th May is fine for me. I will await confirmation from Geoff regarding a time.,

regards

Andrew Nimmo

Director

Adjunct Professor, Faculty of Architecture, Design and Planning University of Sydney

<image001.jpg>

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<image002.jpg><image003.jpg> <image004.jpg>



Please consider the environment before printing this e-mail

From: Baxter, Rod [<mailto:Rod.Baxter@act.gov.au>]

Sent: Friday, 3 May 2013 5:06 PM

To: Andrew Nimmo; Geoff Farquhar-Still

Cc: Jane Easthope

Subject: CITY HILL

Hi Andrew

City Hill isn't forgotten. We haven't built any intersections yet but local artist Geoff Farquhar-Still has been engaged by local business group Canberra CBD Ltd to design and fabricate a Centenary Sculpture for City Hill. It is a substantial public donation of about \$200K.

We will need to demonstrate a properly considered design process to siting the sculpture and also show that what we do this year is done in the context of the 'master plan'. The Heritage Council and Andrew Smith would regard this as being essential.

Rather than me describe things any further, what I am wanting to do is provide this introduction and have Geoff call you next week.

Geoff will be in Sydney next Friday 10 May and we are hoping you will have time to meet up and spend time assessing the proposal as it currently stands. If things work for you, then we will get a price from you to do a more detailed sculpture walk plan.

Geoff, assuming Andrew is around next week his contact details are:

<image005.jpg>

I hope you are well and I look forward to discussing any issues next week and again following successful discussions with Geoff.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate

T: 02 6205 2663 | F: 02 6207 0123 | M: '

470 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

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Cards

Andrew Nimmo
lahznimmo architects
Sent from my iPhone

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Happy to discuss.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
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From: Andrew Nimmo [<mailto:a.nimmo@lahznimmo.com>]
Sent: Friday, 3 May 2013 6:40 PM
To: Baxter, Rod; Geoff Farquhar-Still

Cc: Jane Easthope
Subject: RE: CITY HILL

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Andrew Nimmo
Director
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<image002.jpg><image003.jpg> <image004.jpg>

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From: Baxter, Rod [<mailto:Rod.Baxter@act.gov.au>]
Sent: Friday, 3 May 2013 5:06 PM
To: Andrew Nimmo; Geoff Farquhar-Still
Cc: Jane Easthope
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Geoff, assuming Andrew is around next week his contact details are:

<image005.jpg>

I hope you are well and I look forward to discussing any issues next week and again following successful discussions with Geoff.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
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Baxter, Rod

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Subject: RE: CITY HILL

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regards

Andrew Nimmo

Director
 Assistant Professor, Faculty of Architecture, Design and Planning University of Sydney

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Cc: Jane Easthope
Subject: CITY HILL

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Geoff, assuming Andrew is around next week his contact details are:

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I hope you are well and I look forward to discussing any issues next week and again following successful discussions with Geoff.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M:

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Tuesday, 23 October 2012 10:45 AM
To: Baxter, Rod
Subject: RE: CITY HILL

Hi Rod,

We are onto it – will forward something shortly.

Anything else that we can help with at the moment – the architecture world is a little slow here in Sydney, so I can guarantee that we will be very attentive.

cheers

Andrew Nimmo

() or

lahznimmo
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Newtown NSW 2042 Australia

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From: Baxter, Rod [<mailto:Rod.Baxter@act.gov.au>]
Sent: Tuesday, 23 October 2012 9:00 AM
To: Andrew Nimmo
Cc: Alan.Peggie@redboxdesigngroup.com.au; Peters, Jane
Subject: CITY HILL

Hi Andrew.

It's been a while and I am still plugging away at NCA approvals for Edinburgh Avenue extension.

Redbox, Aecom's landscape consultant, is still working up the landscape plans to a standard acceptable to NCA and it would be useful if they had access to your CAD files for plans identified as sheets 4.1 to 4.6 in the City hill Precinct Master Plan of June 2012.

Your assistance in providing the CAD files would be greatly appreciated.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M:

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Wednesday, 1 August 2012 1:41 PM
To: Baxter, Rod
Subject: RE: City Hill and Northbourne Ave Final Report

Hi Rod,

You should get it shortly,
regards

Andrew Nimmo
Director

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ABN 33 075 924 097

Suite 404, 3 Gladstone Street
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From: Baxter, Rod [<mailto:Rod.Baxter@act.gov.au>]
Sent: Wednesday, 1 August 2012 12:55 PM
To: Andrew Nimmo
Subject: FW: City Hill and Northbourne Ave Final Report

Hi Andrew.

I am back at work today after a couple of weeks away. The file send has expired I'm afraid. Can you resend it? Sorry about that.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M:

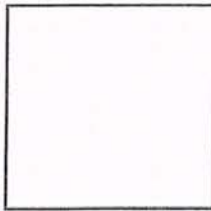
490 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

From: lahznimmo architects [<mailto:delivery@yousendit.com>]
Sent: Wednesday, 18 July 2012 2:05 PM
To: Baxter, Rod
Subject: City Hill and Northbourne Ave Final Report

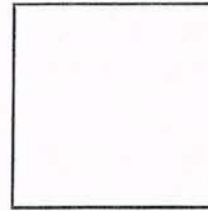
A file has been sent to you
from info@lahznimmo.com via YouSendIt.

Rod,
Please find attached an updated Master Plan Report that incorporates the recent work,

regards
Andrew Nimmo



[City Hill Master Plan July 2012 reduced.pdf](#)



Size: 41.5 MB Content will be available for download until July 24, 2012 21:05 PDT.

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 25 June 2012 5:22 PM
To: Baxter, Rod
Subject: FW: 11017 City Hill
Attachments: L.DD.03C [City Hill Precinct Plan].jpeg; L.DD.03C [City Hill Precinct Plan].pdf

Rod,

Clean jpeg and pdf of the city hill plan as requested. City Hill report to follow shortly.

regards

Andrew Nimmo
 Director

lahznimmo
architects

ABN 33 075 924 097

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 Newtown NSW 2042 Australia

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From: Chris Houghton [mailto:ch@sm2group.com.au]
Sent: Monday, 25 June 2012 4:28 PM
To: Andrew Nimmo
Cc: Michael Spackman
Subject: Re: 11017 City Hill

Andrew
 See below link to download files for City Hill.
 We have prepared 3 versions of sheet 03 including the 2 discussed with you last week and the new one Rod requested today. A jpeg of this version is attached.

<https://www.yousendit.com/download/QIVqQ1ZrMVhEbUfTmNUQw>

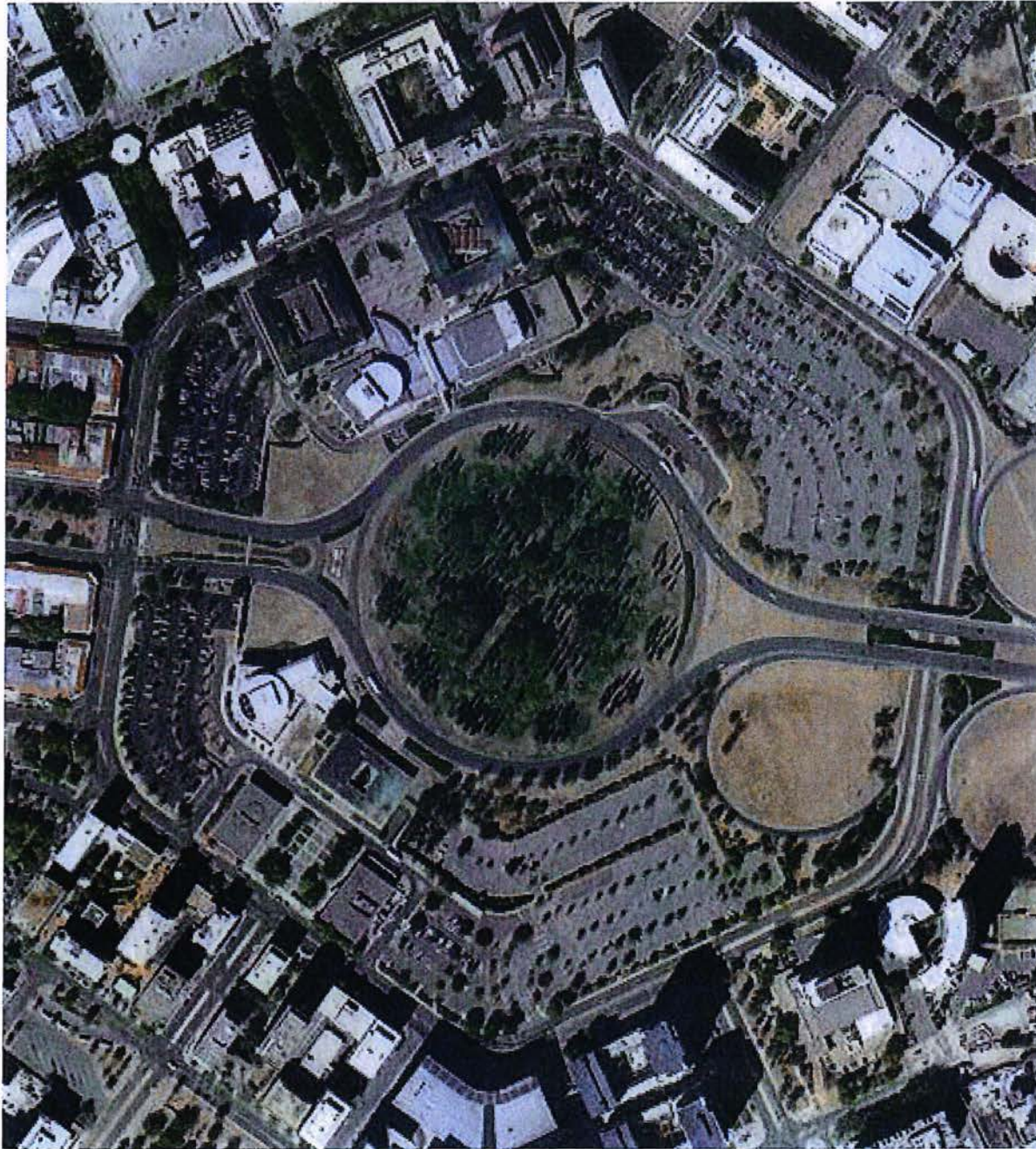
Please let us know if any comments

regards

Chris Houghton

Associate, AILA RLA

<http://www.spackmanmossopmichaels.com>



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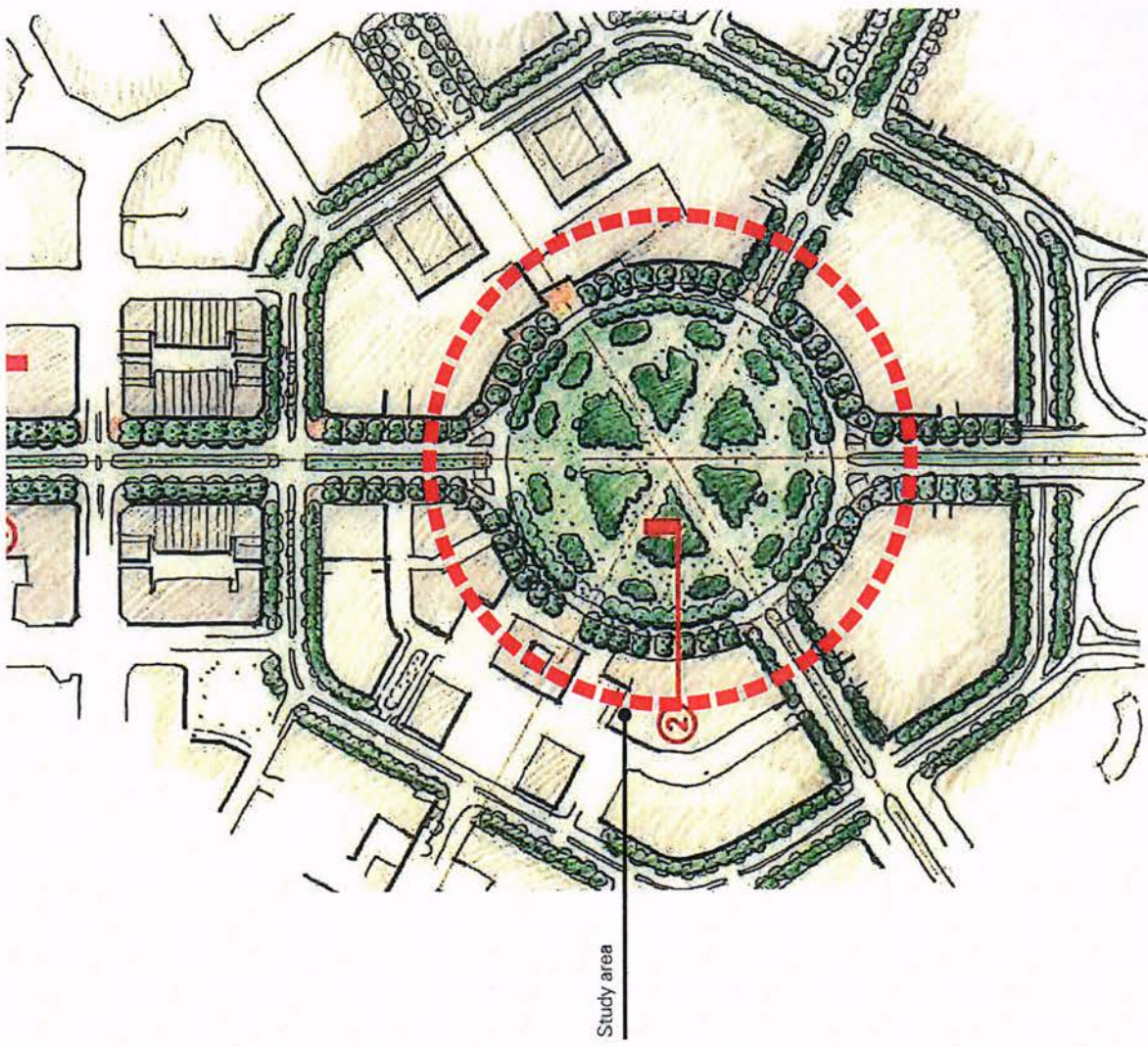
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Study area

1.1 PROJECT BACKGROUND

For almost 100 years City Hill has been linked in some way or another to the academic and community discourse on Canberra's planning. In 2006 the National Capital Authority's (NCA) Griffin Legacy program culminated in National Capital Plan Amendment 59 (Nov 2006). The objective for City Hill as described in Amendment 59 is:

The precinct should take its rightful place as the municipal heart of central Canberra. City Hill Precinct will be reclaimed as Griffin's symbolic and geographical centre for City – a corner completing the National Triangle as a gateway to the Central National Area and a hub connecting significant main avenues and vistas.

Consistent with the National Capital Plan, the extensions of Edinburgh Avenue and Constitution Avenue to Vernon Circle are currently in train. Substantial funding has been set aside by the NCA to upgrade Constitution Avenue and it is expected that this will include the extension to Vernon Circle. Timing of the avenue extension of Edinburgh Avenue is dependent on the construction of significant private sector development on City Section 63, however designs for this site are well advanced and development approval has been received.

The extensions of Edinburgh and Constitution Avenue are small steps towards the Griffin Legacy vision but the reality is that the practical value of City Hill to the average resident of, and visitor to Canberra, is as a formally planted landscape feature punctuating the main north south arterial road.

Canberra's 2013 Centenary is also the 50th anniversary of the completion of Vernon Circle and the effective isolation of City Hill from pedestrian access. Reclaiming the hill as accessible parkland seems a reasonably modest objective that will greatly benefit Canberra in its next century.

Edited text from 'Design Information Brief - Northbourne Avenue and City Hill Precinct', ACT Government.

LNSM Joint, a partnership between Lahz Nimmo Architects and Spackman Mossop Michaels Landscape Architects, were engaged as head consultants by the ACT Government, Economic Development Directorate in April 2011 to prepare a Master Plan for the City Hill Precinct.

CONSULTANT TEAM

Head Consultant	LNSM Joint
Urban Design, Architecture	Lahz Nimmo Architects
Urban Design, Landscape Architecture	Spackman Mossop Michaels Landscape Architects
Traffic Consultant	SMEC
Electrical and Lighting Consultant	Lighting Art + Science
Quantity Surveyor	Altus Page Kirkland
Heritage	Peter Freeman
	Eric Martin and Associates

1.2 STRUCTURE OF THE REPORT

The Master Plan is structured as follows:

- **Opportunities and Constraints Analysis** - a series of diagrams and commentaries that summarize the primary drivers that shape the Master Plan potential.
- **Master Plan Principles** – a series of over arching principles that should guide future development within the Northbourne Avenue and City Hill Precinct supported by Master Plan Diagrams.
- **Master Plan Proposal** – a series of drawings illustrating how the Master Plan Principles can be realized.

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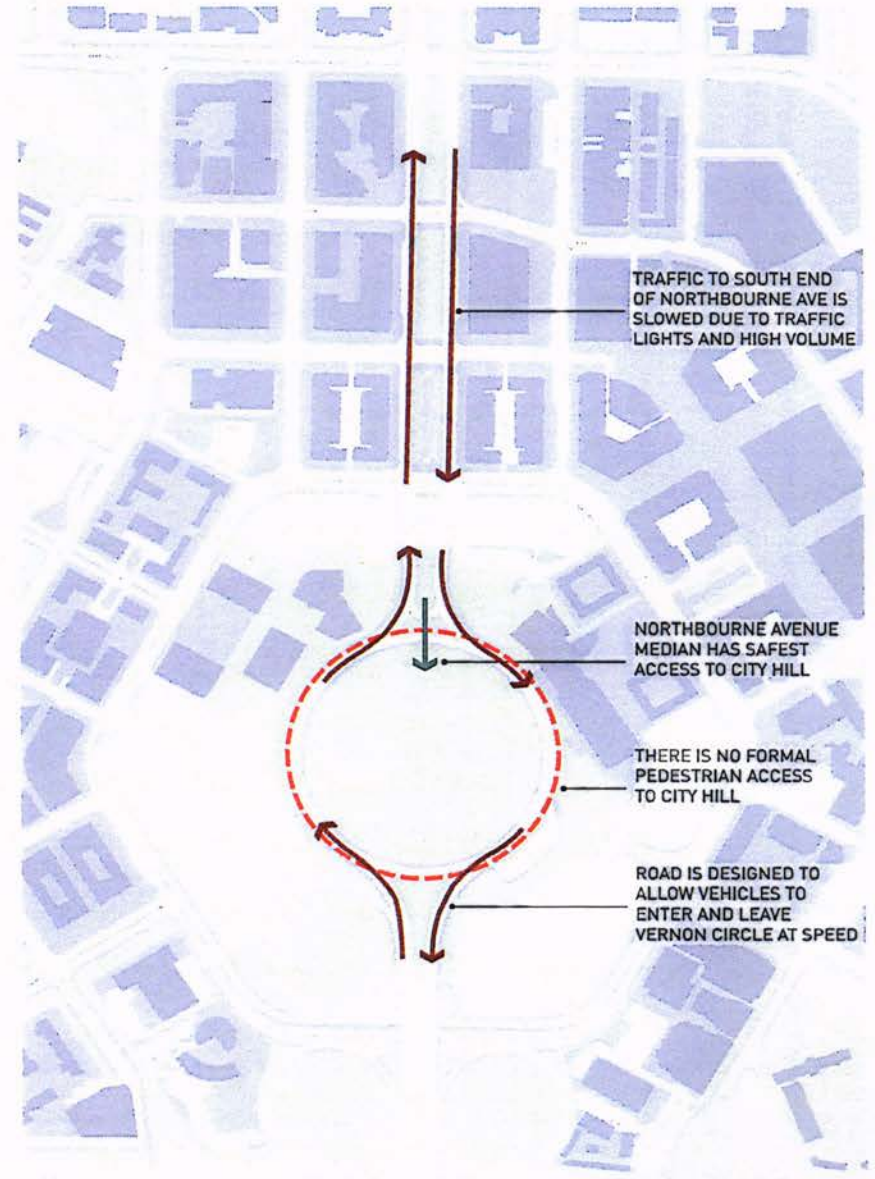
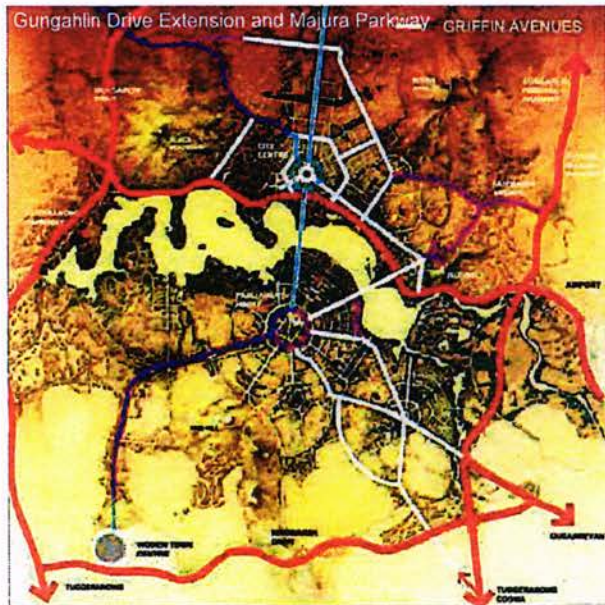
2.1 TRAFFIC AND ACCESS

CONSTRAINTS

- Northbourne Avenue will remain a major north south arterial, even with completion of Gungahlin Drive extension and Majura Parkway.
- The existing traffic lights and traffic volume between Vernon Circle and Barry Drive slow traffic.
- During the afternoon peak, north bound traffic is often backed up onto Vernon Circle.
- Vernon Circle and the approach roads are designed for higher traffic speed than is necessary.
- There is currently no formal pedestrian access to City Hill.
- Due to speed of traffic, pedestrian access across Vernon Circle to City Hill can be dangerous.
- The safest place to access City Hill is from the Northbourne Avenue median.

OPPORTUNITIES

- Formalize a max 50km/hr speed limit to the south end of Northbourne Avenue and Vernon Circle.
- Modify the approach roads to Vernon Circle so that traffic is slowed on entry and exit to Vernon Circle.
- Provide formalized pedestrian crossings onto City Hill at suitable locations.



OPPORTUNITIES AND CONSTRAINTS ANALYSIS

CITY HILL PRECINCT MASTERPLAN

June 2012

Page 6



lahznimmo + SPACKMAN + MOSSOP
architects MICHAELS

LNSM JOINT

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2.2 HERITAGE

BUILT HERITAGE CONSTRAINTS

- The existing design of the Sydney and Melbourne Buildings by John Sulman has inviolable historical and cultural significance - refer to Conservation Management Plan for details.
- The narrow footpath and wide median to Northbourne Avenue creates an "East-West Divide" - which dissuades pedestrians from crossing Northbourne Avenue as the crossing must be accomplished through two phases of traffic lights.
- The narrow footpath limits public domain opportunities and setting for buildings - no opportunities for tree planting.
- Parts of Melbourne and Sydney Buildings are not well maintained.
- The Leasehold subdivision of lots within the buildings results in inconsistent treatment of shop fronts and first floor balconies.
- The precinct struggles to compete commercially with other parts of Civic.
- The Commemorative plaque to be retained recalling Queen Elizabeth's visit in 1954.

BUILT HERITAGE OPPORTUNITIES

- Reduce "East-West Divide" by widening footpaths and narrowing median - bringing the east and west sections of Northbourne Avenue closer together and allowing single phase pedestrian crossing.
- Create a "public plaza" between the Melbourne and Sydney Buildings that will visually tie the two sides of Northbourne Avenue together through common design principles and material finishes.
- Trees and street furniture placed to frame and focus heritage buildings and pedestrian spaces on wider footpaths.
- Emphasise unique qualities of the Melbourne and Sydney Buildings.
- Create opportunities to improve commercial viability through investment in the public domain setting along Northbourne Avenue.

LANDSCAPE HERITAGE CONSTRAINTS

- The existing landscape design to City Hill by Charles Weston has inviolable historical and cultural significance.
- The landscape to City Hill has symbolic importance for the Civic Precinct and Canberra as a whole.
- The vistas along avenues radiating out from City Hill are framed by tall Roman Cypress trees.
- The changing floral display has cultural significance.

LANDSCAPE HERITAGE OPPORTUNITIES

- The existing planting is to be retained and enhanced - missing trees to be replaced to match.
- The vistas along the avenues radiating out from City Hill are to be enhanced.
- Any new works must be ancillary and visually subservient to the existing design intent.



Sydney Building



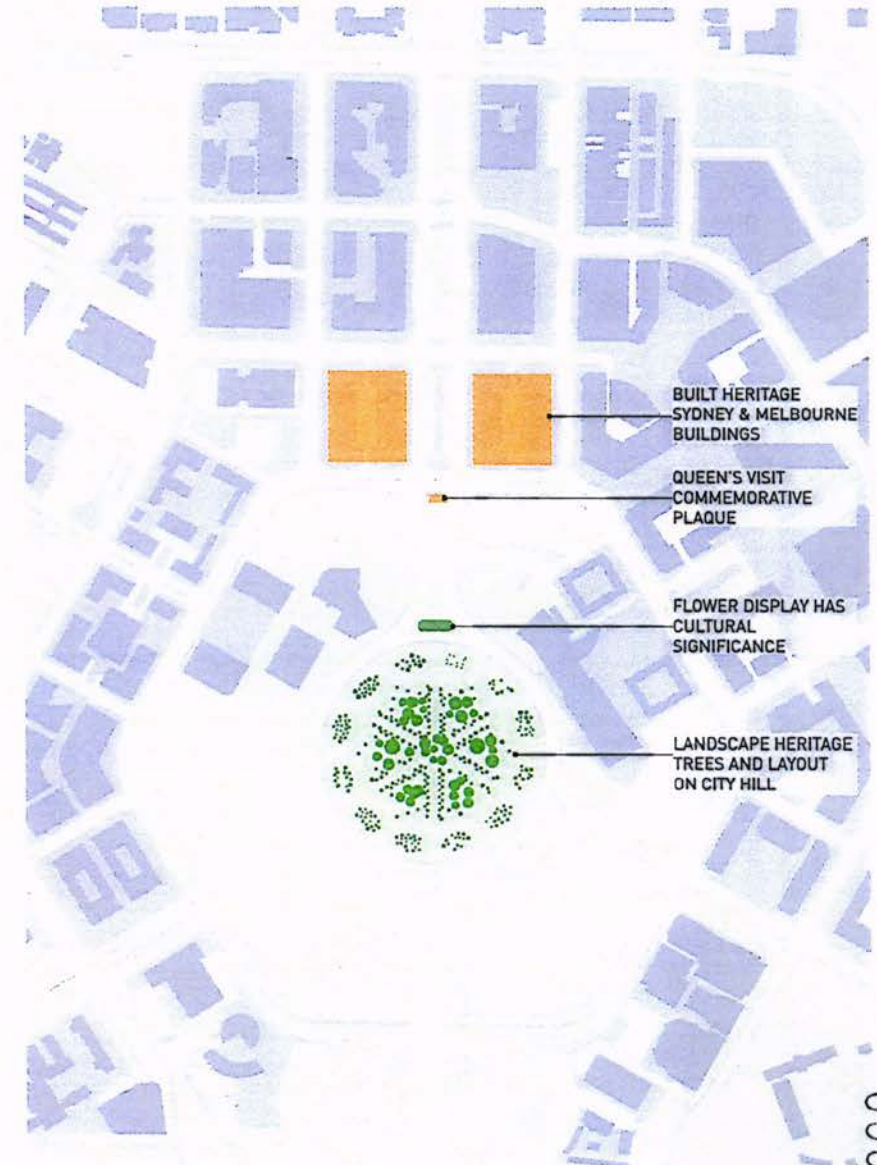
Sydney Building



Northbourne Avenue median



City Hill planting by Charles Weston



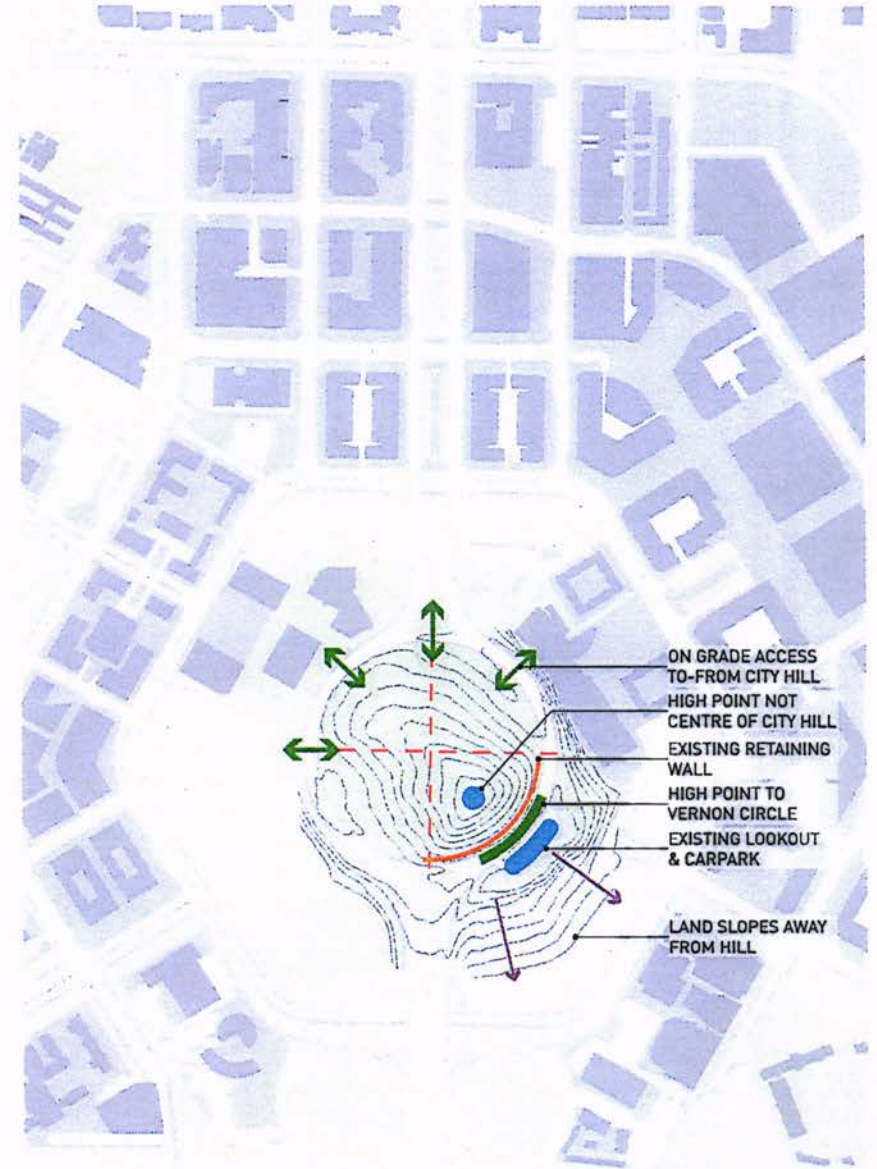
2.3 TOPOGRAPHY

CONSTRAINTS

- City Hill is not symmetrical; high point of Hill is in the south east quadrant.
- Beyond City Hill, the land slopes down towards the lake with the steepest slope located south east of the City Hill summit.
- The South east quadrant of Vernon Circle cuts into the side of City Hill; the resulting retaining wall makes on-grade pedestrian access to and from City Hill in this section more difficult.
- Vernon Circle is higher in the south east quadrant by approximately one metre; however this is matched by the fact that London Circuit is also one metre higher in the south east quadrant.

OPPORTUNITIES

- A Lookout at the high point of City Hill could be created without interfering with important vistas to City Hill along the avenues.
- On grade pedestrian access exists to and from City Hill to most of the perimeter from Vernon Circle.
- Pedestrian access at the south east of City Hill may require alternative solutions such as ramps and/or stairs.



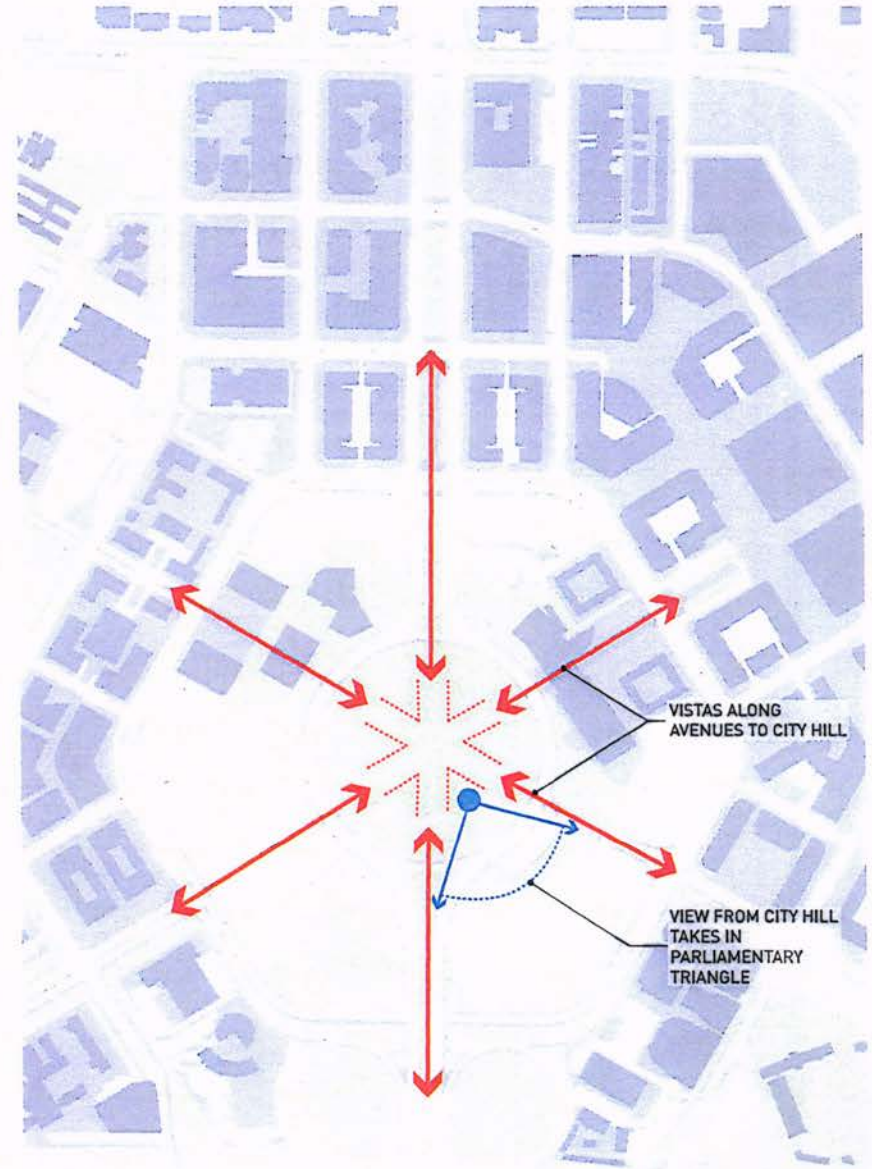
2.4 VIEWS AND VISTAS

CONSTRAINTS

- There are significant existing vistas along Northbourne Avenue, Commonwealth Avenue, Edinburgh Avenue, Ainslie Avenue, University Avenue and Constitution Avenue.
- University Avenue and Ainslie Avenue vistas have been partially built out.
- City Hill terminates each vista as it blocks the view beyond.
- A significant view of the Parliamentary Triangle exists from the high point of City Hill.
- Avenue vistas and tree planting vistas do not always line up

OPPORTUNITIES

- The existing vistas along avenues are to be preserved and enhanced.
- Improve access and amenity at the high point of City Hill to serve as a lookout.
- Development of the site to south east of City Hill should preserve views from the high point of City Hill.



OPPORTUNITIES AND CONSTRAINTS ANALYSIS
CITY HILL PRECINCT MASTERPLAN

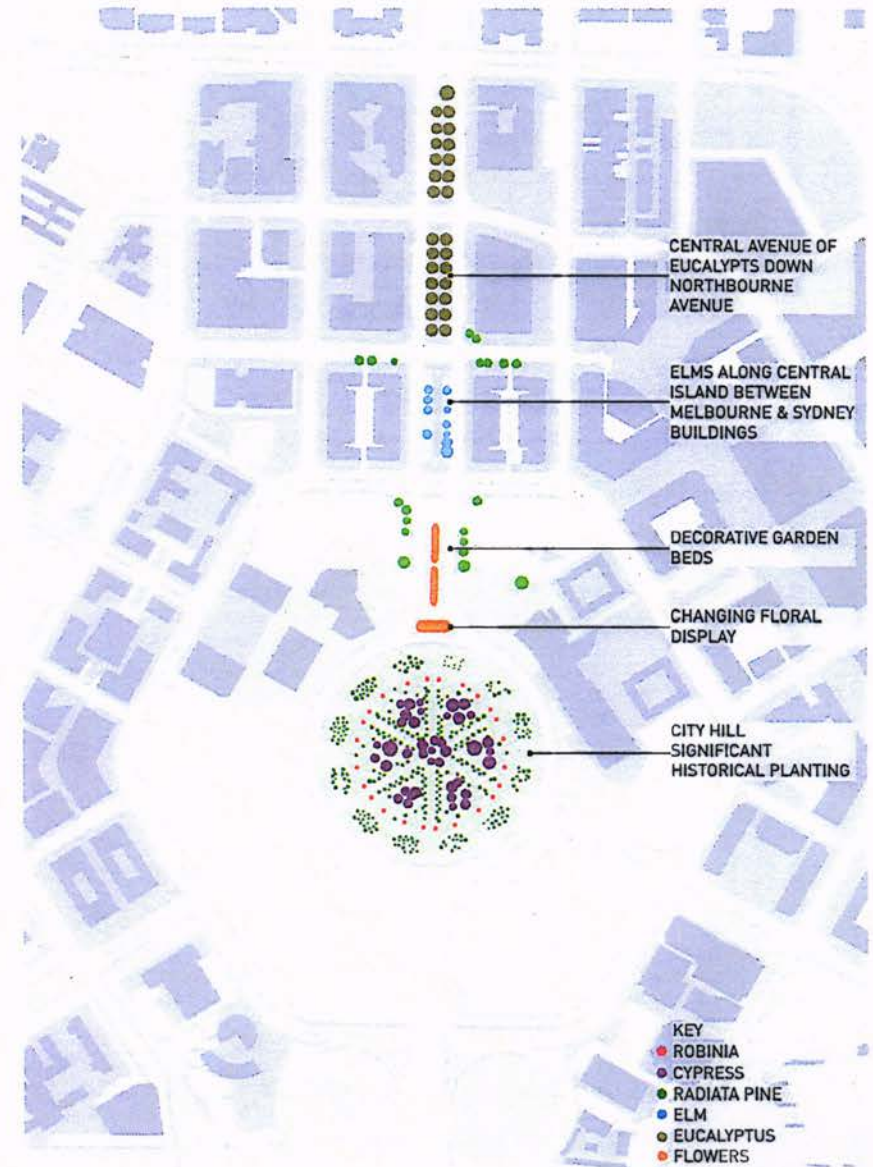
2.5 EXISTING LANDSCAPE

CONSTRAINTS

- City Hill contains landscape of heritage significance - principally large scale symbolic planting.
- The changing floral display at the intersection of Northbourne Avenue and Vernon Circle blocks direct access to City Hill from the Northbourne Avenue median.
- The Northbourne Avenue median planting north of Alinga Street intersection is typically four rows of well established eucalyptus, that are symbolic of arrival into Canberra.
- Northbourne Avenue median between the Melbourne and Sydney Buildings is planted with elms of various sizes - planting is not symmetrical and is located close to kerb.
- Northbourne Avenue median between London Circuit and Vernon Circle is planted with grass, low juniper bush and flower beds. Pedestrian access is not encouraged.

OPPORTUNITIES

- The existing City Hill planting is to be retained and enhanced.
- Smaller, more intimate planting could be introduced that does not interfere with large scale symbolism.
- Potential to relocate changing floral display onto City Hill beyond the intersection of Northbourne Avenue and Vernon Circle to enable direct pedestrian access to City Hill.
- The existing trees to the Northbourne Avenue median south of Alinga Street would need to be removed if median width was reduced - new more consistent planting could be planted along the widened footpaths linking onto Vernon Circle as indicated in Tree Master Plan.
- The Northbourne Avenue median between London Circuit and Vernon Circle could have new landscape treatment to enhance pedestrian access to City Hill.



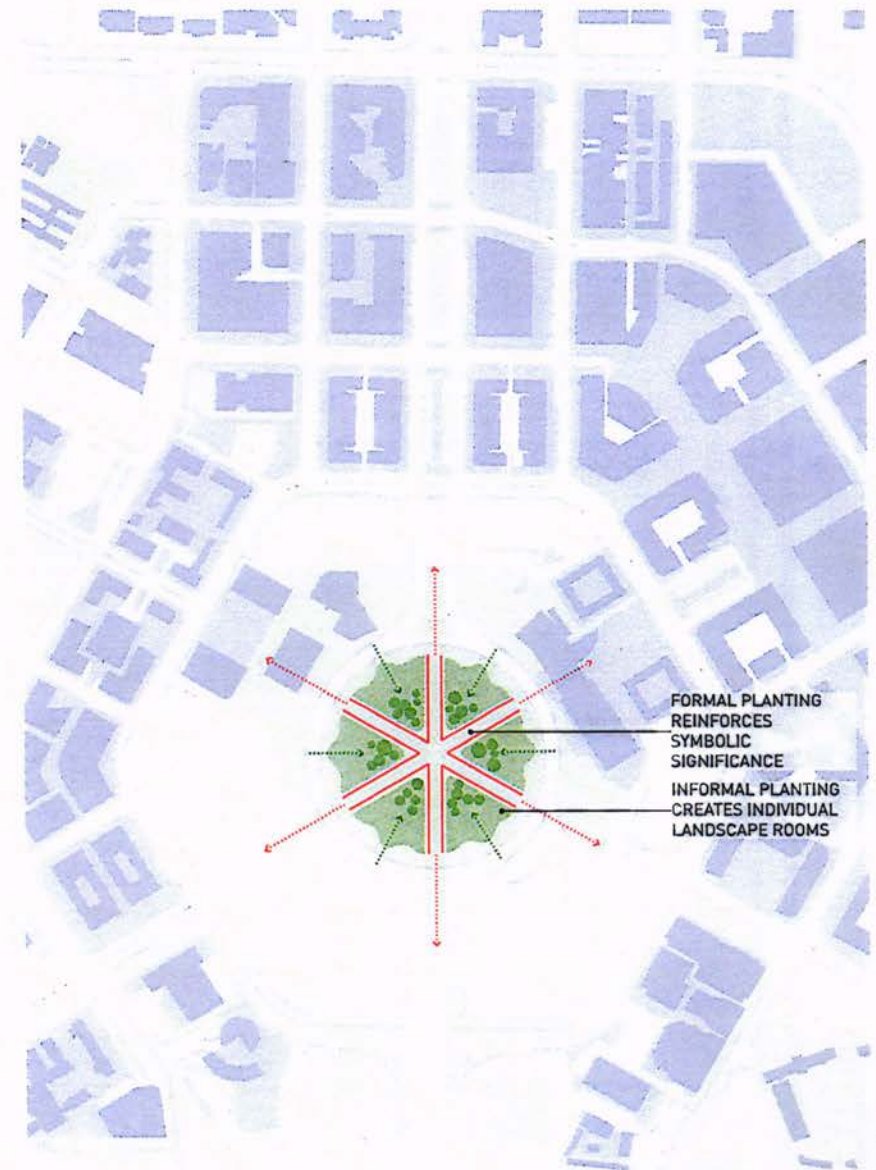
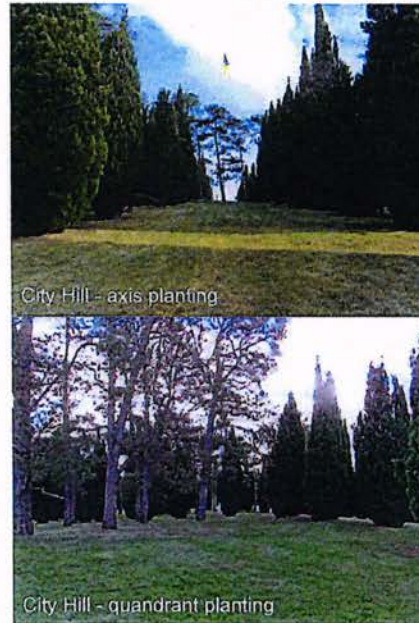
2.6 CITY HILL SPATIAL CHARACTER

CONSTRAINTS

- Formal planting of Cypress trees is linear, axial and static in character.
- Formal planting has an expansive, city-scale character as the symbolic corner of two sides of the parliamentary triangle and the junction of avenues at City Hill.
- Informal naturalistic planting of Radiata pines occurs in the quadrant pockets between the formal planting and has the character of individual and intimate landscape rooms.
- Each quadrant of informal planting addresses a different section of Vernon Circle.
- People scaled landscape is missing.

OPPORTUNITIES

- Retain formal planting and enhance it's symbolic character through minimal intervention.
- Explore the possibility of creating activity in the individual quadrant pockets of informal planting through paths, people scaled planting, park furniture, sculpture etc.
- Explore the possibility of each quadrant developing a loose dialogue with existing and future buildings around Vernon Circle through design program, sculpture and low planting.



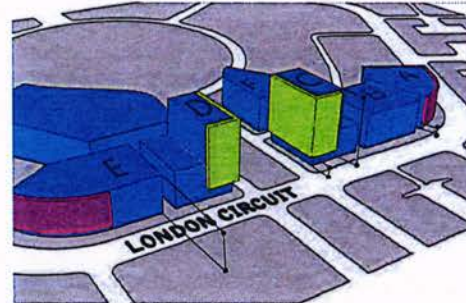
2.7 PROPOSED DEVELOPMENTS

CONSTRAINTS

- There are a number of major development projects within the City Hill Precinct that are likely to progress in the near future, including:
 - North - Section 19 & 63 intended to contain mixture of residential, hotel, commercial, retail and carparking with potential total GFA of 72,000 sqm,
 - West - Section 63 commercial development by City West Development Holdings with approval for 120,000 sqm of commercial with potential working population of 8,000 people,
 - East - ACT Government Office Project with potential working population of 3,500 people.
- Closest green space is City Hill, however there is currently no formal or safe access and limited amenity for lunch time visitors.

OPPORTUNITIES

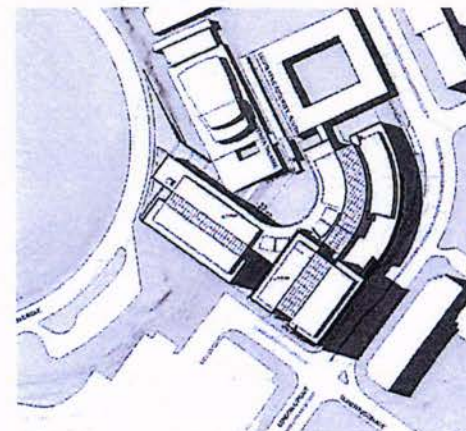
- Formalize safe pedestrian access to City Hill Park at locations where pedestrian populations are likely to be greatest.
- Provide upgraded and additional amenities to cater for anticipated increase in visitation.



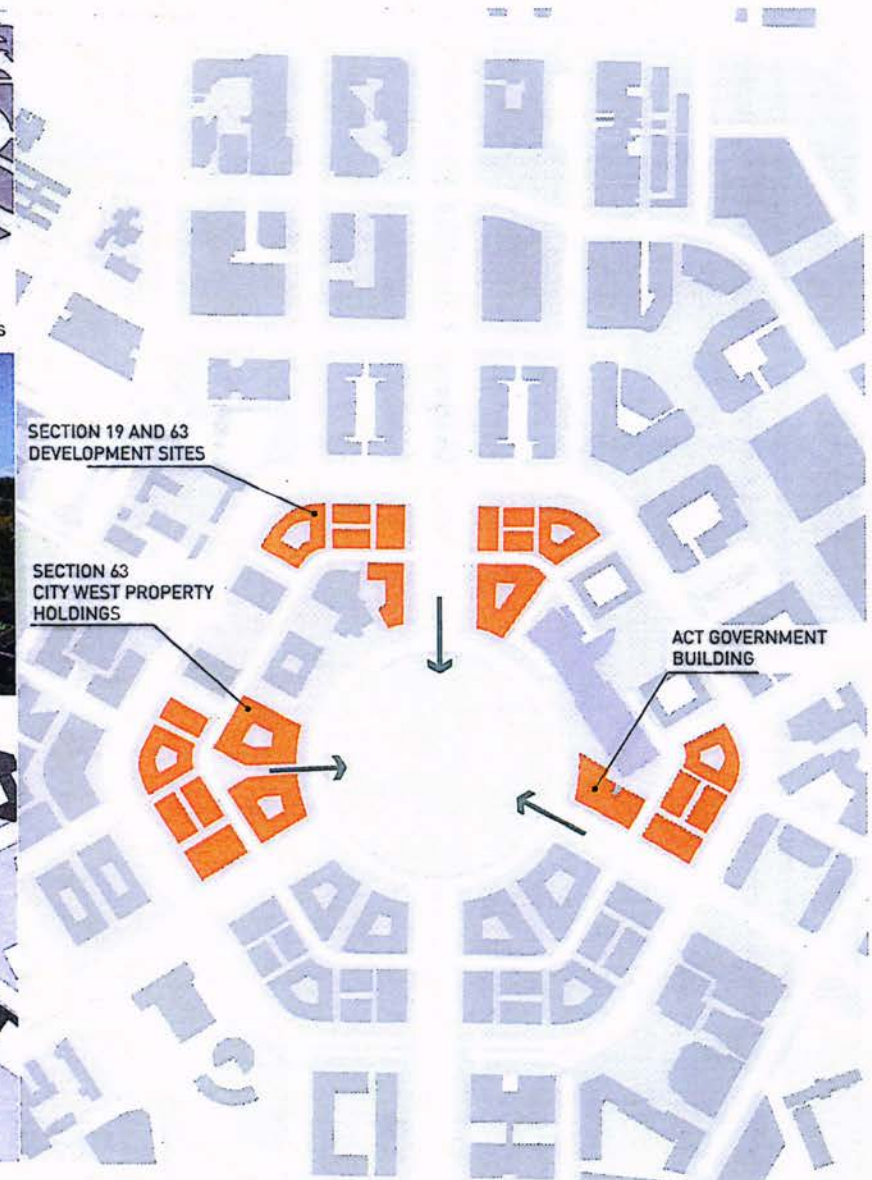
Section 19 and 63 Urban Design envelope controls



Section 63 proposed development



ACT Government building envelope studies



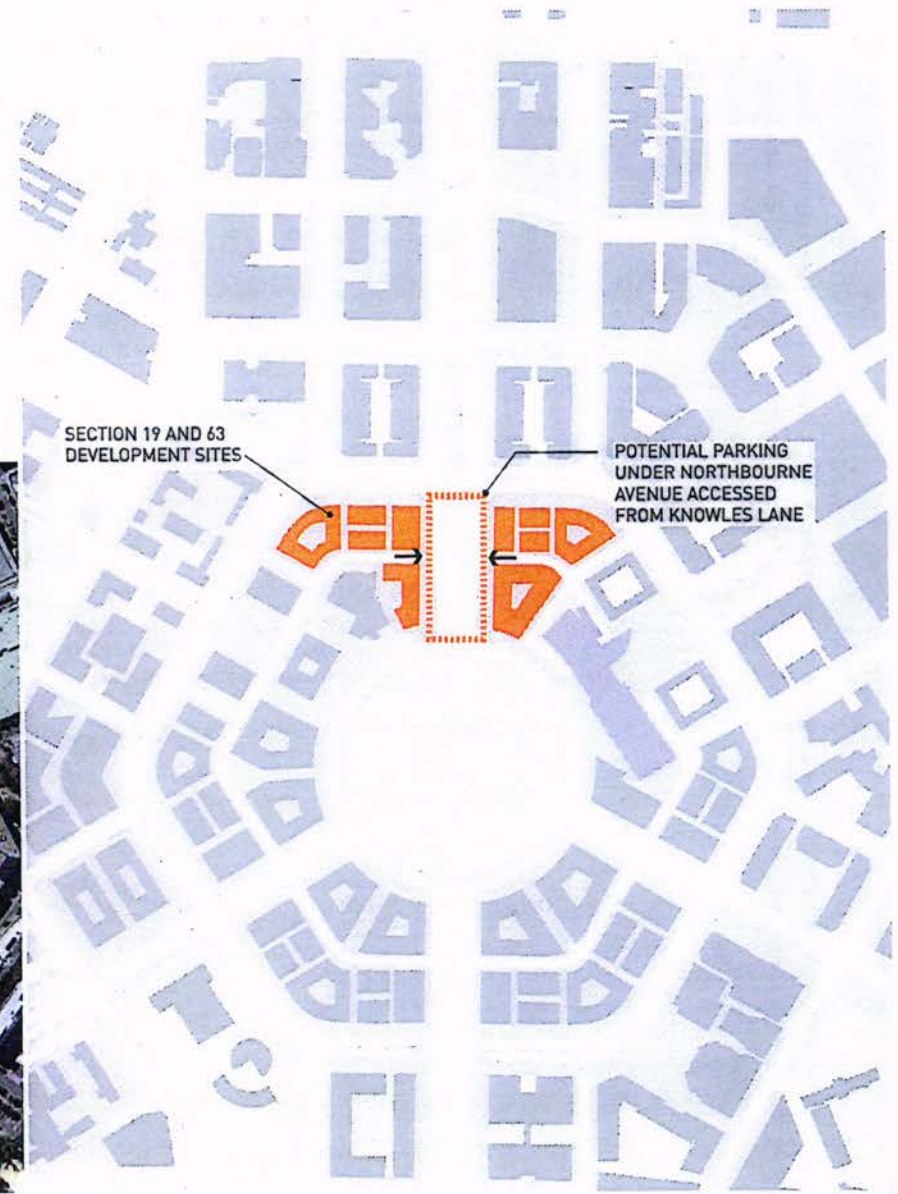
2.8 PUBLIC PARKING

CONSTRAINTS

- Existing surface parking will be removed over time and replaced with on-street parking and structured car parks as proposed in the Griffin Legacy and Amendment 59.
- Current development guidelines for Section 19 and 63 require a public car parking component of 400 cars to replace lost public car parking.
- Easily accessible public car parking is essential for the continued commercial viability of buildings such as the Melbourne and Sydney buildings.

OPPORTUNITIES

- There are other options available to locate public car parking that may not involve including it within the Section 19 and 63 development sites.
- A two-level basement car park constructed under Northbourne Avenue between London Circuit and Vernon Circle could accommodate up to 500 cars and could operate independently of developments proposed on Section 19 and 63.



2.9 PEDESTRIAN MOVEMENT

CONSTRAINTS

The 'Canberra Central Movement Study, 2006' by Intelligent Space Partnership commissioned ACTPLA is an excellent study that provides important insights into existing pedestrian movements within the broader Canberra Central area and has observations and recommendations with direct relevance for this report. The following notes are edited extracts from the Executive Summary and the drawings

- Pedestrian movement within central Canberra is mainly concentrated around the core retail and employment area in Civic, around City Walk, Alinga Street and Moore Street and there is very little everyday walking outside this core;
- The walking that takes place is between shopping, employment and other attractions;
- Large parts of the study area have very low flows, particularly City Hill and west London Circuit;
- There is a great difference in levels of movement on different sides of London Circuit, where flows on the inner side are almost 0.
- Reasons for the low levels of walking outside the retail have been identified in the report, including:
 - The low density of the city centre at present means that streets adjacent to Civic do not form a continuous network for pedestrians to move around.
 - There are few streets with active frontage and entrances onto the street outside the main retail area.
 - Areas of blank frontage discourage the short trips associated with pedestrian movement.
 - The large areas of surface parking and inactive land do not provide any attractions for pedestrians and they have very low movement around them.
 - The road network creates severance between the existing retail hub and the lake. Commonwealth Avenue, Vernon Circle and Parkes Way can only be crossed in a few locations and it is not possible to cross informally. The clover leaf junctions and changes in level form a massive barrier to easy movement on foot.
 - Crossing the road is difficult on the main routes such as Barry Drive and Northbourne Avenue. This is shown by the differences in pedestrian movement on each side of the road.
 - City Hill is a barrier to movement between the different sides of Canberra Central.

OPPORTUNITIES

- Increased building density surrounding City Hill and in City West will increase pedestrian movement in the precinct and will generate greater need for cross city movement;
- Active ground level frontages will maximize pedestrian movement along footpaths;
- Providing pedestrian crossings to Vernon Circle and paths within City Hill will assist in cross city movement;
- Extending Edinburgh Avenue and Constitution Avenue to Vernon Circle will improve pedestrian access to City Hill;
- Decreased surface parking will improve the amenity for pedestrians through increased attractions;
- Narrowing Northbourne Avenue median and widening footpaths will make crossing in the east-west direction easier;

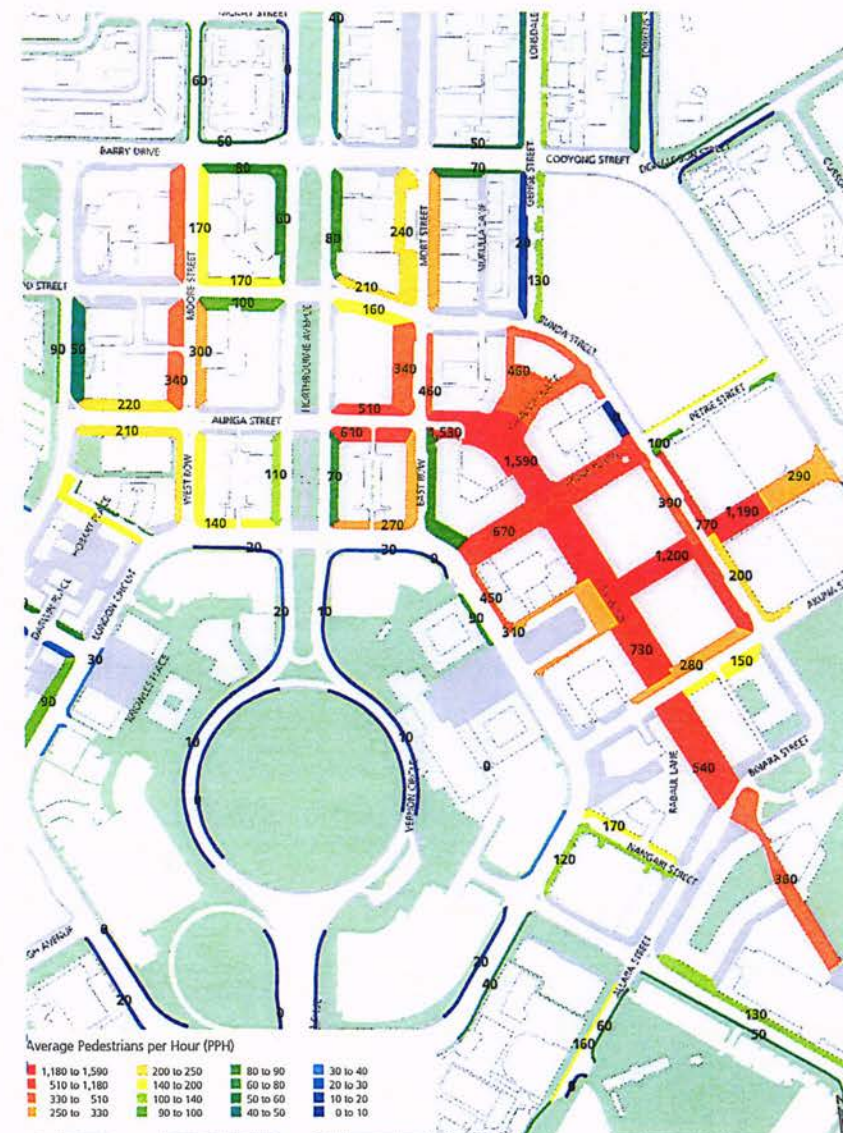


Figure 15 - Pedestrian flows on pavements, Page 28 Canberra Central Movement Study by Intelligent Space Partnership

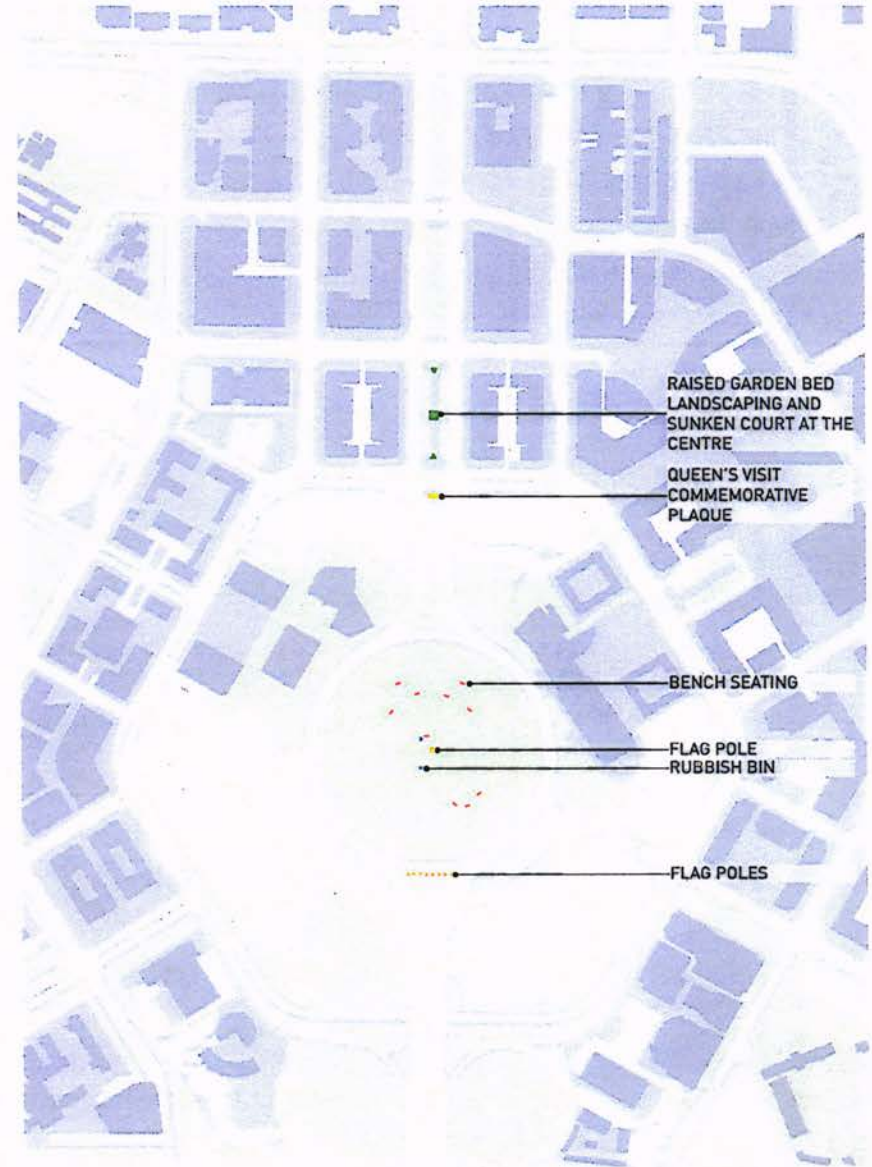
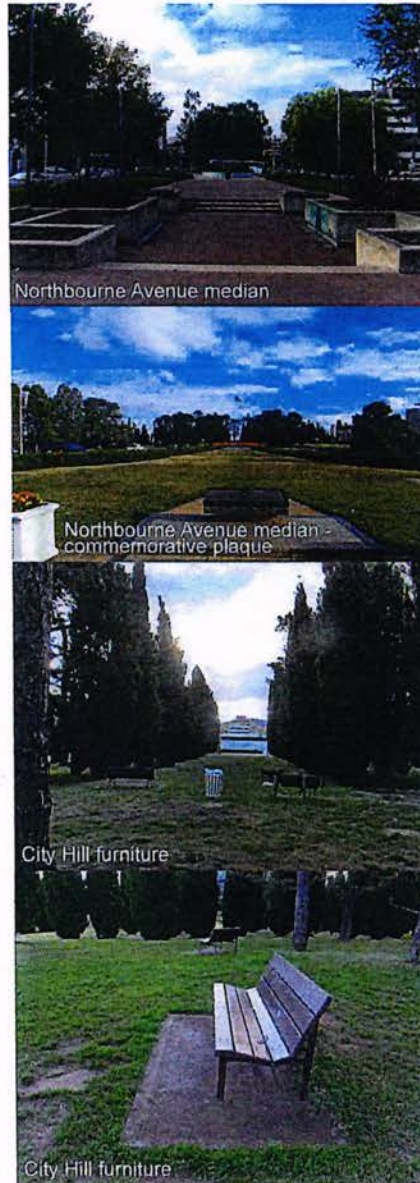
2.10 EXISTING AMENITIES

CONSTRAINTS

- City Hill has minimal existing public facilities and has not had any recent improvement works carried out and there are no pathways.
- Both the footpaths and the median of Northbourne Avenue are degraded public spaces with little amenity.

OPPORTUNITIES

- Upgrade and widen Northbourne Avenue footpaths to accommodate pedestrians and to encourage outdoor dining.
- Provide accessible paths through and around City Hill.
- Provide appropriate street and park furniture: seating, rubbish bins, bicycle stands, tree grates and guards within City Hill.
- Incorporate artwork as part of a sculpture walk.



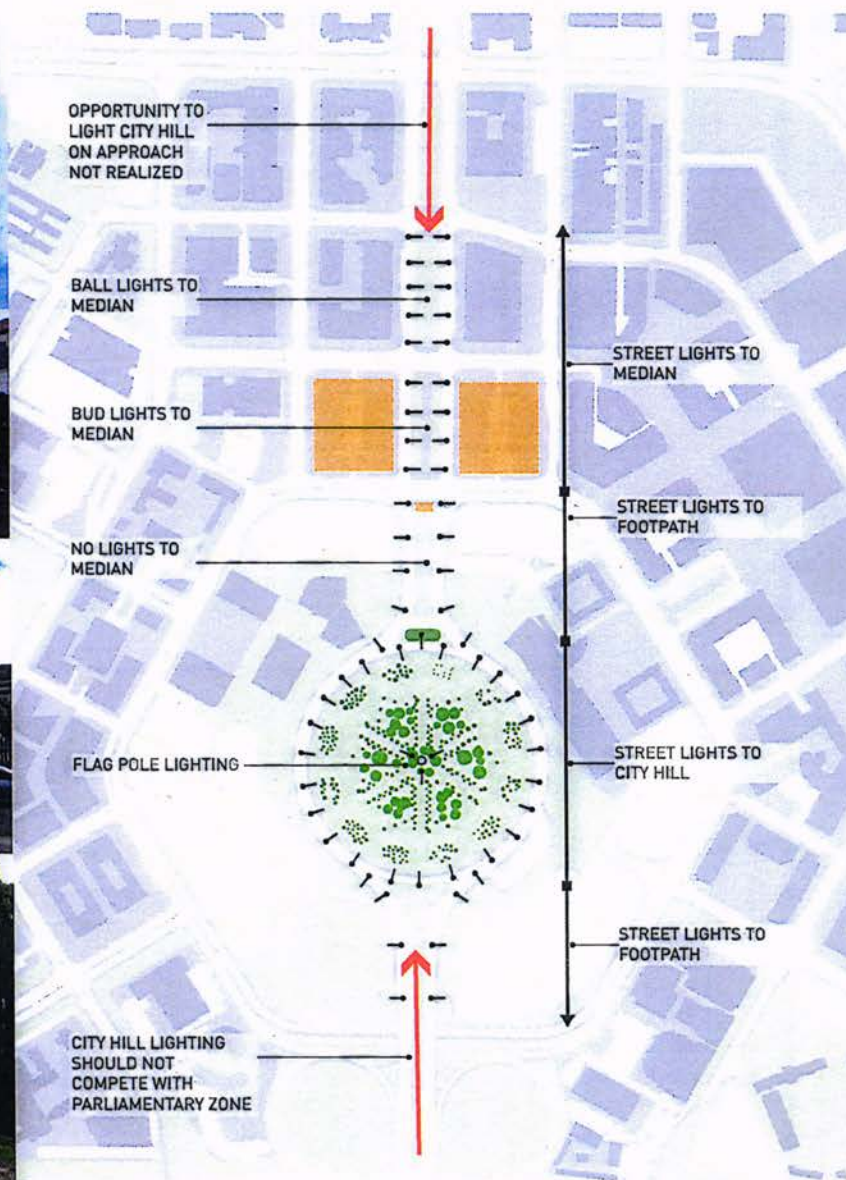
2.11 EXISTING LIGHTING

CONSTRAINTS

- The existing street lighting does not comply with current Canberra Lighting Master Plan.
- Lighting of the Sydney and Melbourne buildings is very poor with retro-fitted ball lights mounted on buildings.
- Suspended bud lighting to Northbourne Avenue median does not illuminate ground plane and has poor daytime appearance.
- No lighting to Northbourne Avenue median south of London Circuit.
- Flag Pole Lighting:
 - Three post mounted flood lights to illuminate flag and pole, currently are not working; light selection is unsuitable due to low lamp life; poles are positioned too close to flag pole for effective lighting and are within line of the vista.
 - Three pole mounted residential street lights are only visible from south and west sides. Light is absorbed due to low reflectance of the ground surface. The curvature of the ground means that the ground surface at the base of the pole is not visible from Northbourne Avenue. There appears to be no functional purpose for these lights.
- City Hill lighting:
 - Currently City Hill appears as black hole at night.
 - Only lighting for pedestrians is by Vernon Circle street lighting.
- Symbolic importance of City Hill is not reflected at night.
- Lighting to City Hill should not compete with Capital Hill and the Parliamentary Zone.

OPPORTUNITIES

- Install new street light fittings in accordance with Canberra Lighting Master Plan.
- Lighting levels to be in accordance with Canberra Lighting Master Plan:
 - Generally P1 or P2 to Northbourne Avenue and Vernon Circle,
 - P7 to zone between the Melbourne and Sydney buildings.
- Decorative lighting to the Northbourne Avenue median to the base of City Hill.
- New lighting to flag pole that is more efficient, poles placed outside of vistas.
- Provide paved light coloured surface to base of flag pole to provide glow at centre of Hill for down lights.
- Consideration given to whether City Hill should be lit for night time access.
- Symbolic lighting of City Hill to be primarily designed for Northbourne Avenue approach - not Commonwealth Avenue approach.
- The Sydney and Melbourne buildings can be better illuminated from pole lights set away from facade.



2.12 EXISTING IN-GROUND SERVICES

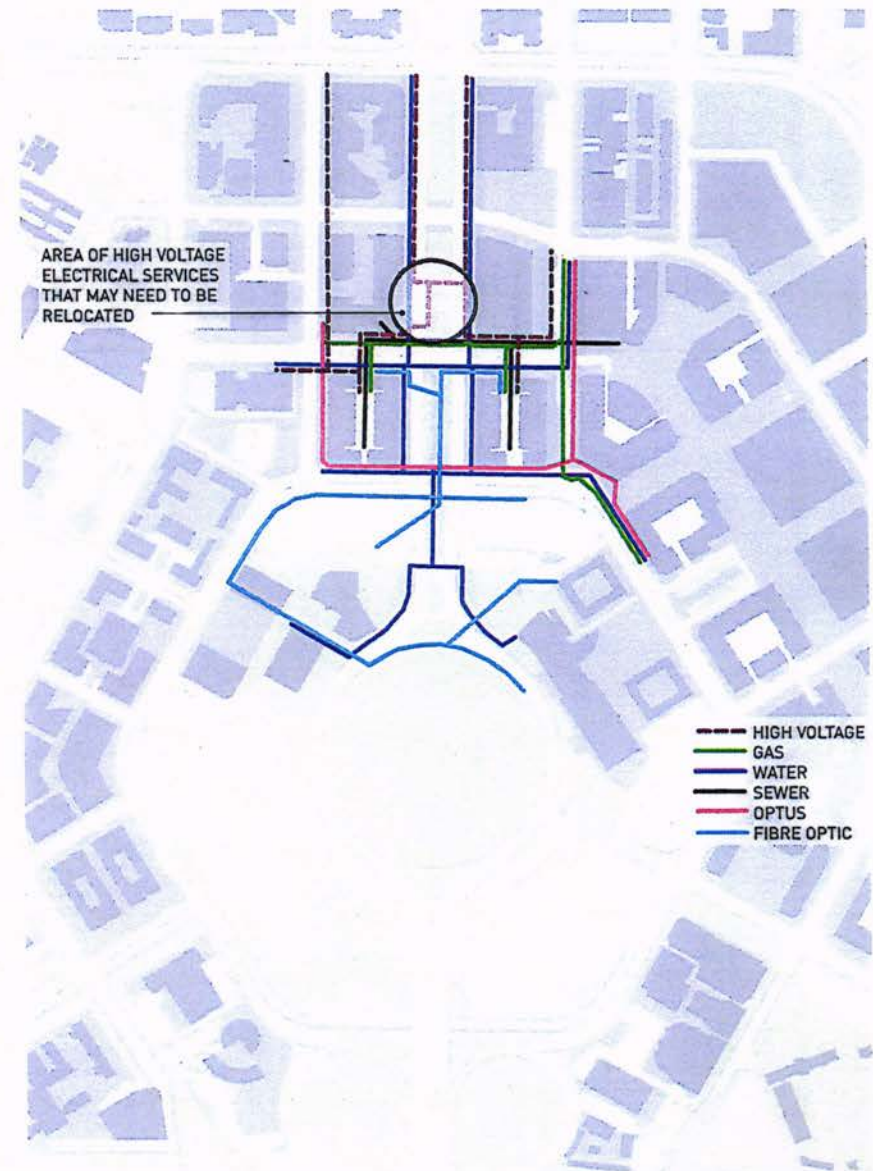
CONSTRAINTS

- Preliminary Dial Before You Dig, (DBYD), analysis indicates a variety of under ground services crisscross the study area.
- A section of High Voltage cable may be affected if the existing lanes of Northbourne Avenue are altered to narrow the median strip.

•

OPPORTUNITIES

- Preliminary DBYD analysis generally indicates that most in-ground services will not be adversely affected by narrowing the median strip to Northbourne Avenue.
- There may be a project cost to relocate a section of existing High Voltage cables that would be adversely affected by narrowing the median strip to Northbourne Avenue.
- Additional discussions with ActewAGL and other service providers is required to determine scope of services affected and potential relocation costs.



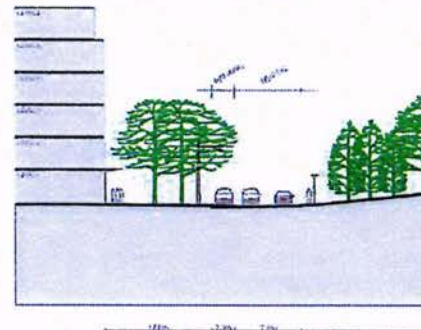
2.13 GRIFFIN LEGACY & NATIONAL CAPITAL PLAN AMENDMENT 59

CONSTRAINTS

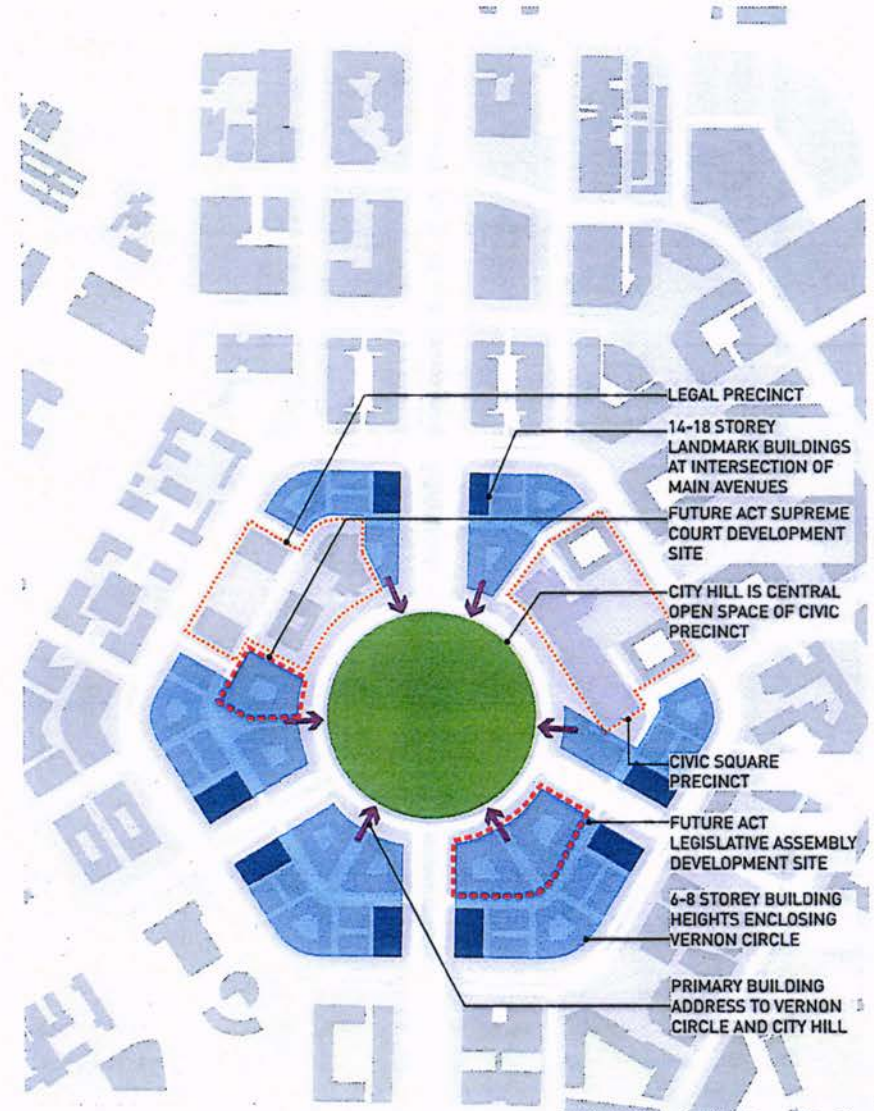
- Amendment 59 is a gazetted part of the National Capital Plan, which is the legal planning instrument applying to significant development in Canberra's designated areas.
- City Hill is retained and envisaged as an enclosed central park for the Civic Precinct with a functional role; pedestrian access is paramount and any building work on City Hill is to be ancillary.
- Vernon Circle is conceived as a low speed urban street and the "dress circle" address of Civic; priority is given to pedestrians and the intersections of Vernon Circle with Northbourne, Constitution, Commonwealth and Edinburgh Avenues have signals and crossings
- Vernon Circle to become two traffic lanes with on-street parking lane
- Future built form around Vernon Circle to "enclose" City Hill with 6-8 storeys and heights of maximum 25m; taller landmark buildings (14-18 storeys) envisaged for intersections of avenues with London Circuit
- New road connections to Vernon Circle from Edinburgh Avenue and Constitution Avenue
- Removing all surface car parks and encouraging on-street car parking and underground car parking in new developments

OPPORTUNITIES

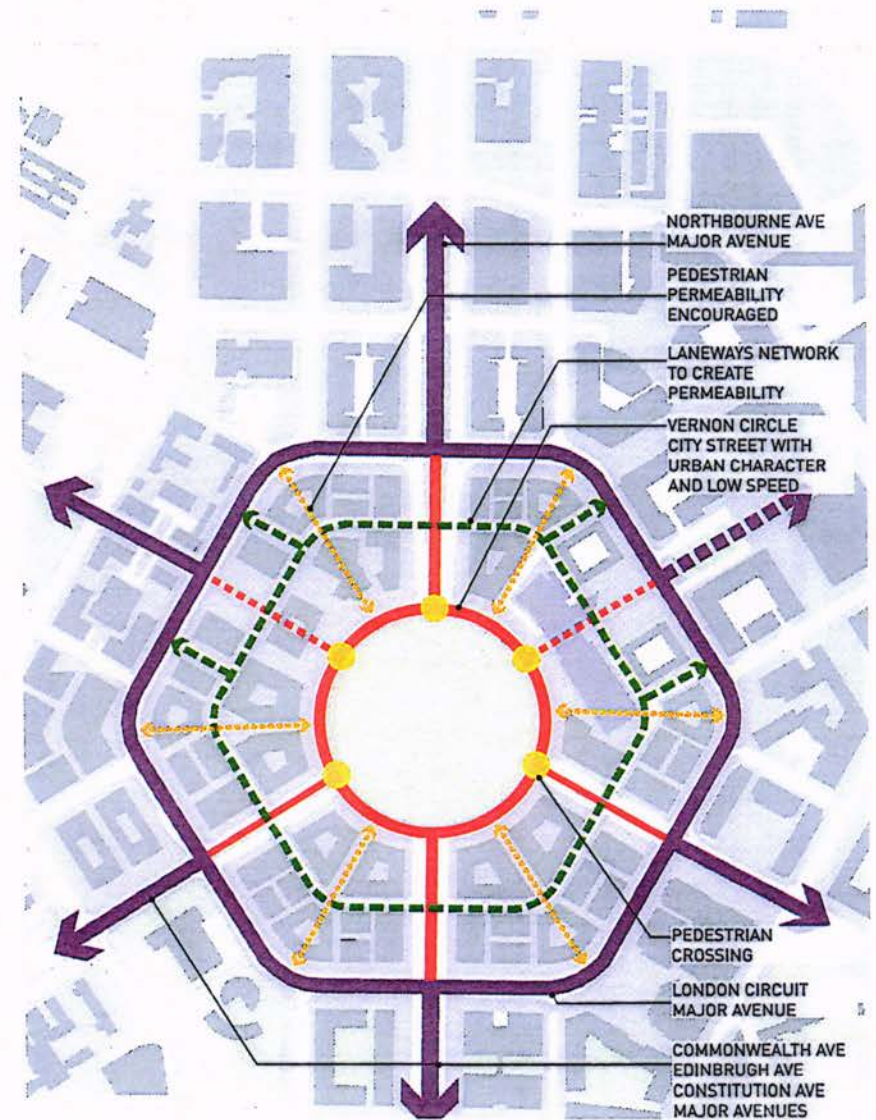
- Proposed master plan for City Hill and Northbourne Avenue must respond to both existing setting and future planned setting.
- Implementation of this Master Plan will need to be staged in response to surrounding development.
- Incremental change will allow phased adjustment and the on going efficient operation of the city.



Note: all images from Amendment 59, National Capital Plan



2.13 GRIFFIN LEGACY & NATIONAL CAPITAL PLAN AMENDMENT 59

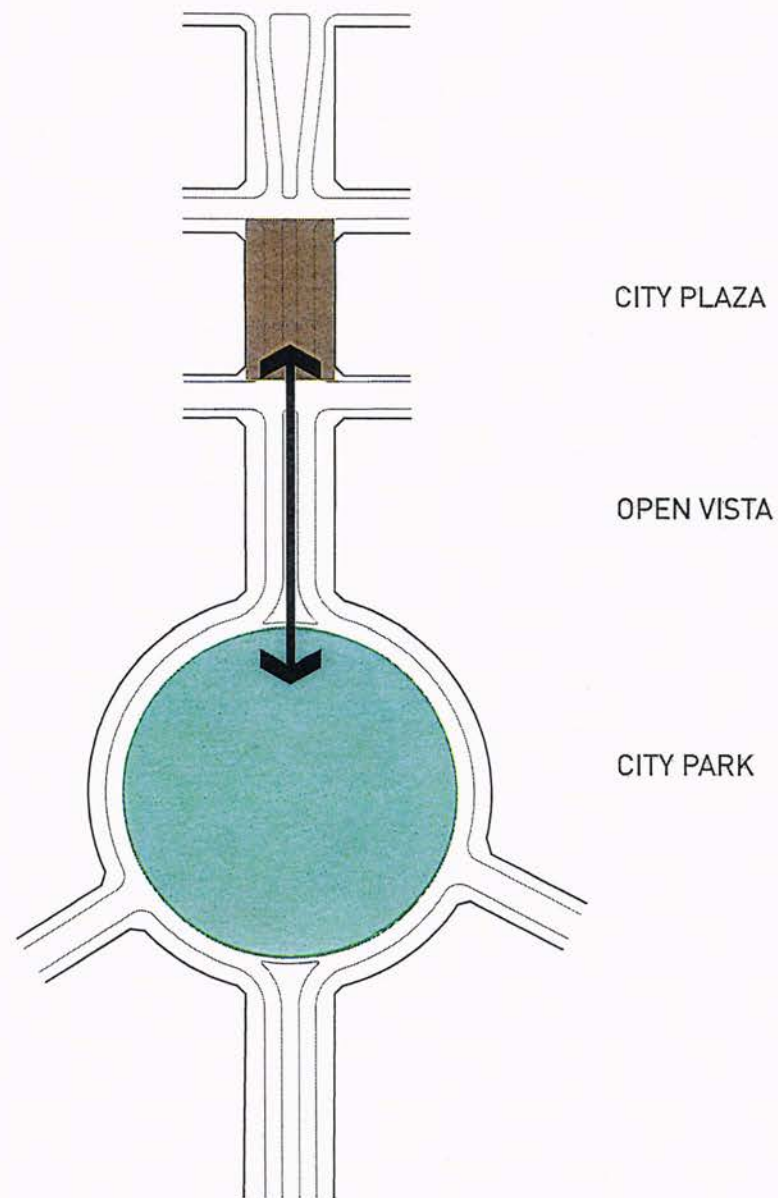


000162

3.0 MASTER PLAN PRINCIPLES

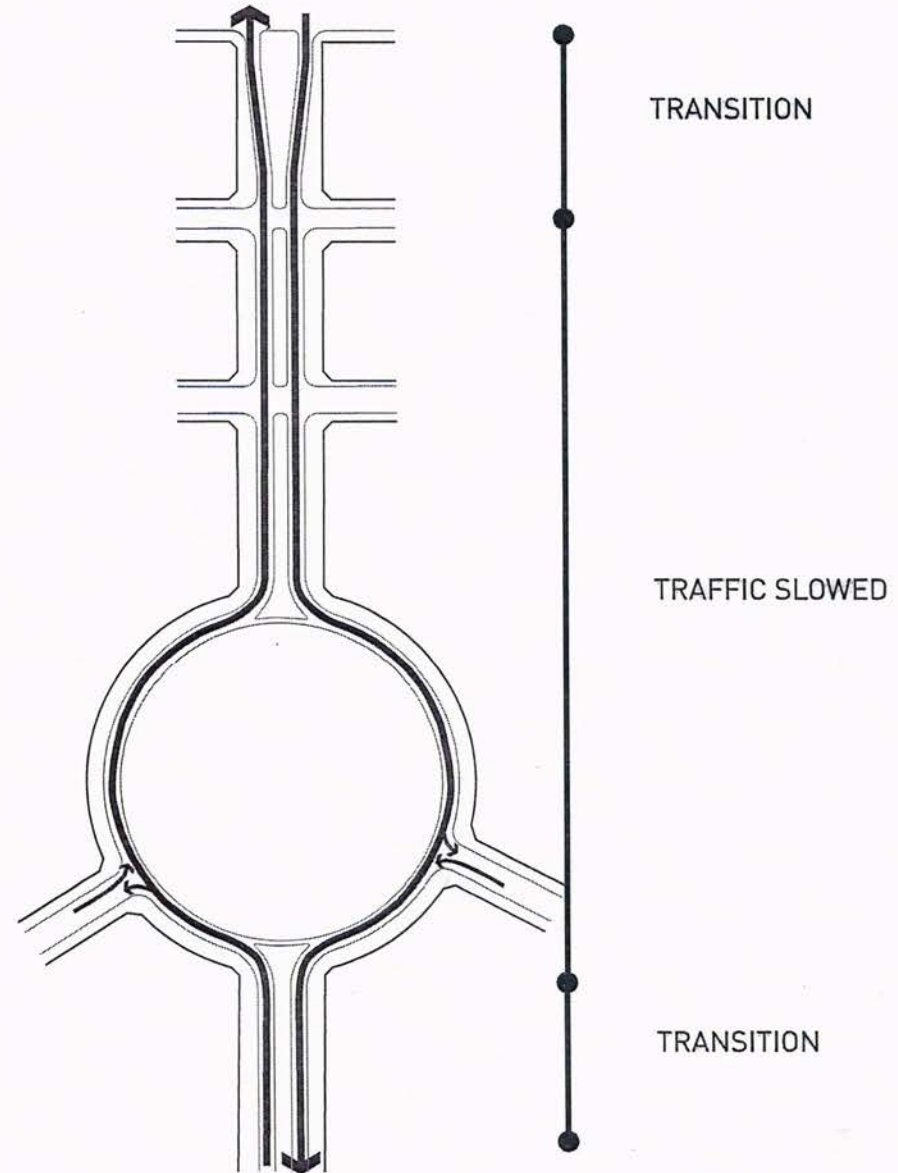
3.1 URBAN FORM

- The space between the Sydney and Melbourne Buildings to read as a City Plaza. High quality paving surface carried across entire space, including footpath, road and median.
- The vista from Alinga Street to Vernon Circle is kept clear and visually connected to City Hill.
- City Hill maintains it's symbolic role as the heart of Civic, gateway to the National Capital Area and one apex of the Parliamentary Triangle - but gains a functional role as a major City Park to be accessed and enjoyed by people working, living or visiting Civic.



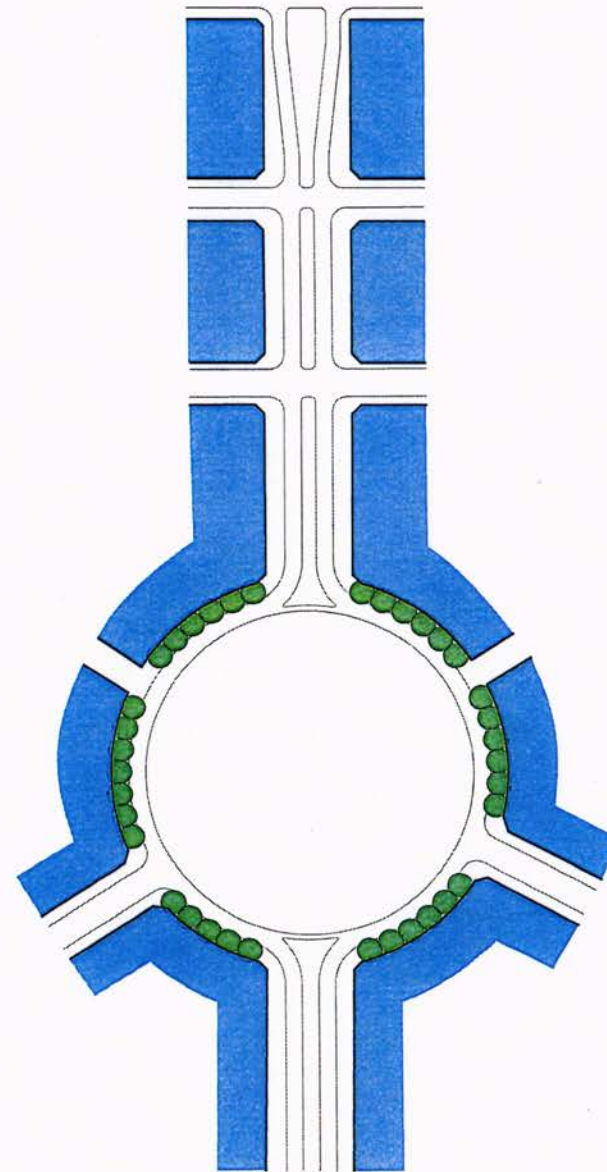
3.2 MANAGE TRAFFIC

- Northbourne Avenue will remain a major north south arterial road for the foreseeable future.
- Completion of alternative cross-city traffic routes such as Gungahlin Drive extension and Majura Parkway will relieve traffic volume in future, especially heavy vehicles crossing city.
- Traffic speed and volume to be managed between Bunda Street and Commonwealth Avenue to improve street side amenity. Traffic slowed to 50km/hr.
- Transition of Northbourne Avenue between Bunda and Alinga Streets through narrowing of central median and widening of footpath zone. (See Note 1 below).
- Queuing zone for turning traffic on Bunda/Rudd Street, Alinga Street and London Circuit removed.
- Intersection of Northbourne Avenue and Vernon Circle tightened to slow traffic.
- Transition of Commonwealth Avenue at Vernon Circle intersection tightened to slow traffic.
- Edinburgh and Constitution Avenues to be extended and connected to Vernon Circle.
- Vernon Circle to no longer operate as a 'round-about' - Vernon Circle link at Northbourne and Commonwealth Avenues removed. (See Note 2 below)
- **Note 1** - A potential variation to this proposal is to narrow the Northbourne Avenue median one block further to the north between Barry Drive/Cooyong Street and Bunda/Rudd Street, however this would increase the overall capital expenditure for the works.
- **Note 2** - The Master Plan Principles do not discount the option of reopening Vernon Circle at Northbourne and Commonwealth Avenues in the future to enable cross city movements, however this would require traffic lights at Northbourne and Commonwealth Avenues that are not currently proposed.
- **Note 3** - for additional detail refer to 'City Hill and Northbourne Avenue Precinct Master Plan Intersection Analysis Report' by SMEC, 2011.



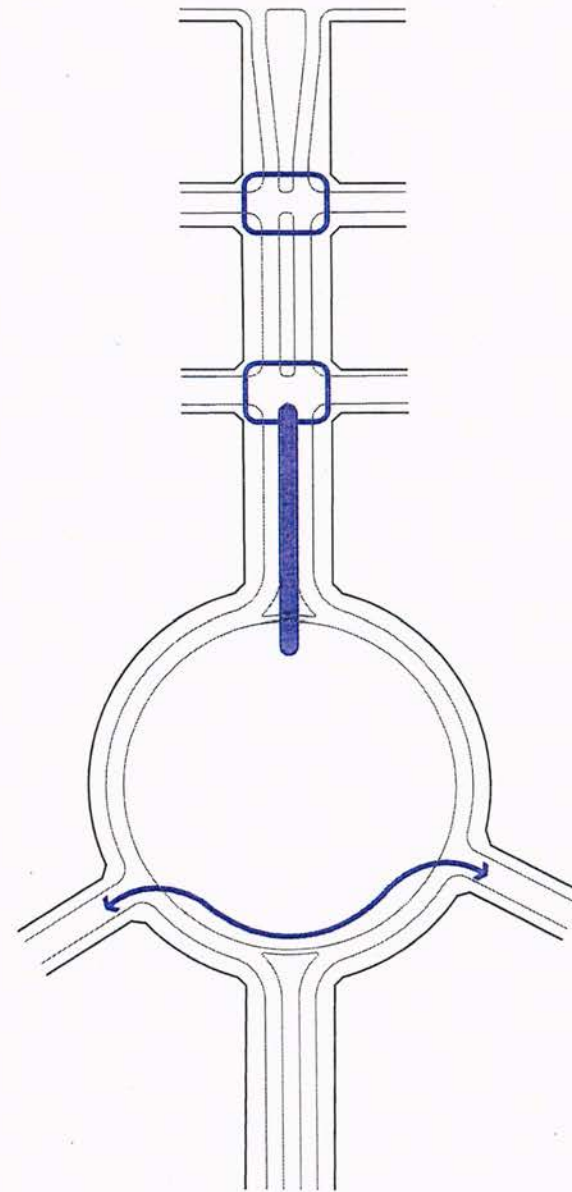
3.3 URBAN CIRCLE AND BUILT FORM

- New buildings to Vernon Circle to follow road geometry, with zero setbacks to create Urban Circle.
- Street trees to Vernon Circle to reinforce Urban Circle through linked canopy with gaps at major axis.
- New buildings to Northbourne Avenue should follow existing alignment of the Sydney and Melbourne Buildings.



3.4 CONNECTIONS

- East west pedestrian movement is made easier by narrowing the central median to 10m and widening footpaths to 13.5m - allowing for crossing of Northbourne Ave in single phase of lights outside of peak traffic flows.
- The central median to Northbourne Avenue between London Circuit and Vernon Circle to be physically connected to the base of City Hill Park with continuous high quality paving to encourage pedestrian access.
- Pedestrian movements over City Hill to be formalized with pedestrian crossings where need is greatest at Edinburgh Avenue and Constitution Avenue - in anticipation of future developments. Pedestrian operated traffic lights at crossings to ensure pedestrian safety.



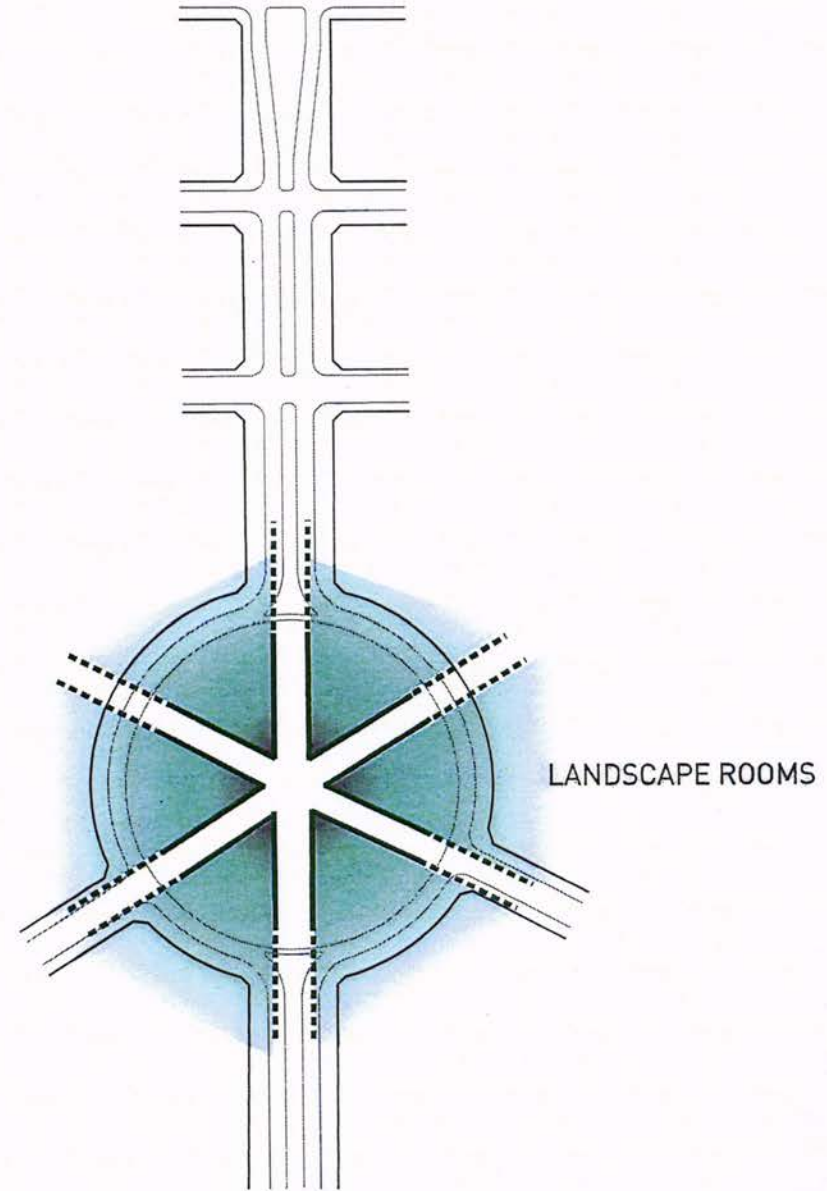
EAST WEST MOVEMENT

PHYSICAL CONNECTION
TO CITY HILL

CROSS CITY LINKS

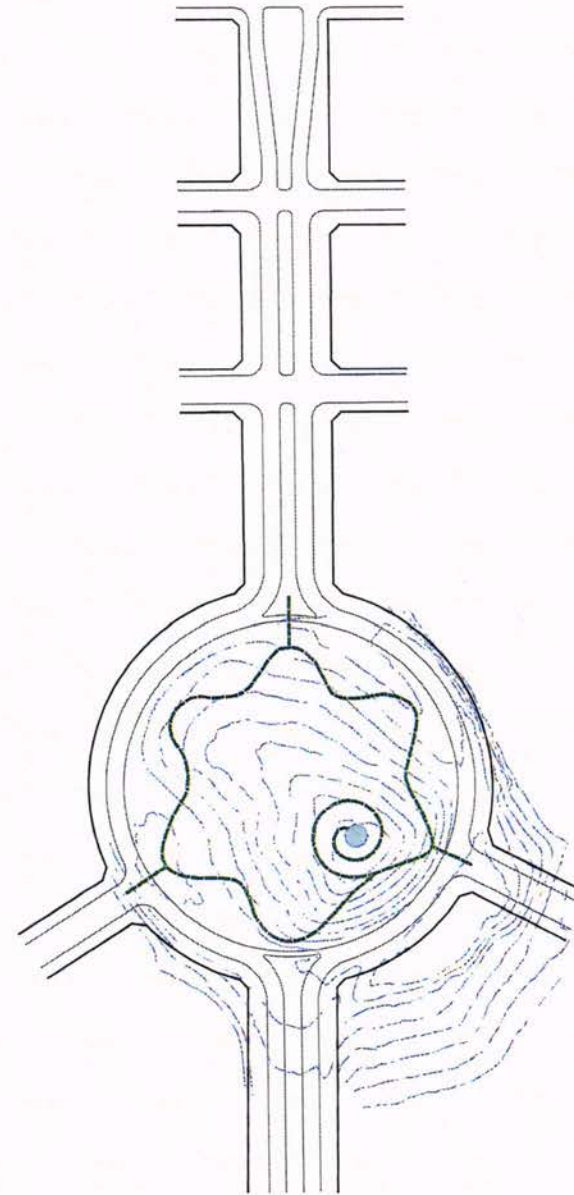
3.5 CITY HILL QUADRANTS

- Each of the six City Hill quadrants defined by formal planting to be treated as individual landscape rooms or 'pocket parks'.
- The character of each landscape room will vary depending on topography, existing planting layout, orientation, micro climate, and typology of the development directly opposite facing Vernon Circle.
- Within each landscape room, spaces will be more intimate and people scaled landscape and furniture will be introduced.
- Public sculptures to be introduced over time.



3.6 CITY HILL WALK

- A continuous meandering pathway will provide access throughout the City Hill Park.
- The path will link each of the Landscape Rooms, Northbourne Avenue, and at each of the pedestrian crossings, Edinburgh Avenue and Constitution Avenue.
- The path will provide access to the summit and lookout where paving, furniture and interpretative signage will be installed.
- The route of the path will be influenced by the existing contours and will provide an accessible grade throughout.



CITY HILL WALK



ACT
Economic Development

lahznimmo + SPACKMAN + MOSSOP
architects MICHAELS

LNSM JOINT

June 2012

MASTER PLAN PRINCIPLES
CITY HILL PRECINCT MASTERPLAN

Page 27

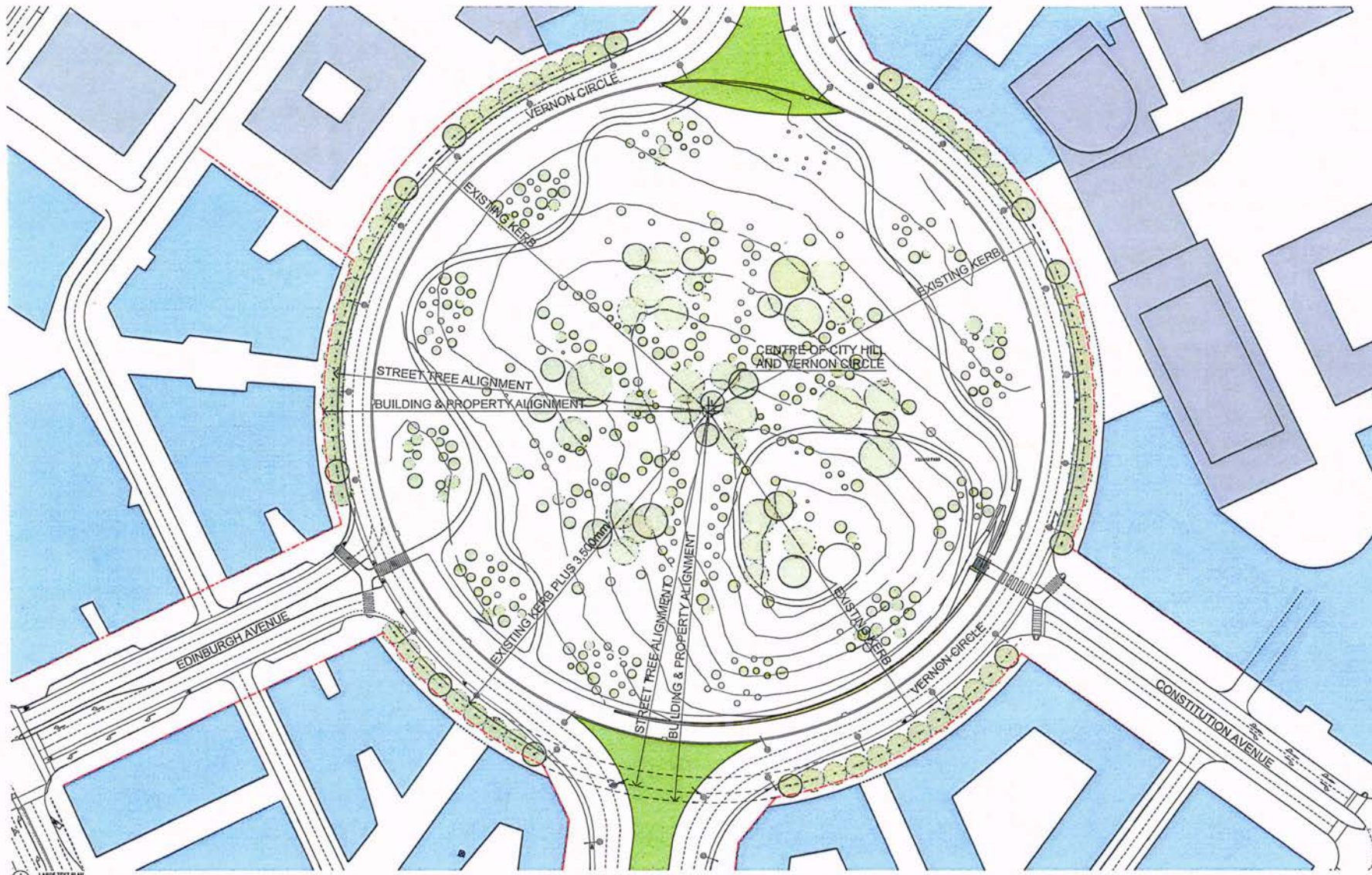
000155

3.7 CITY HILL NIGHT PRESENCE

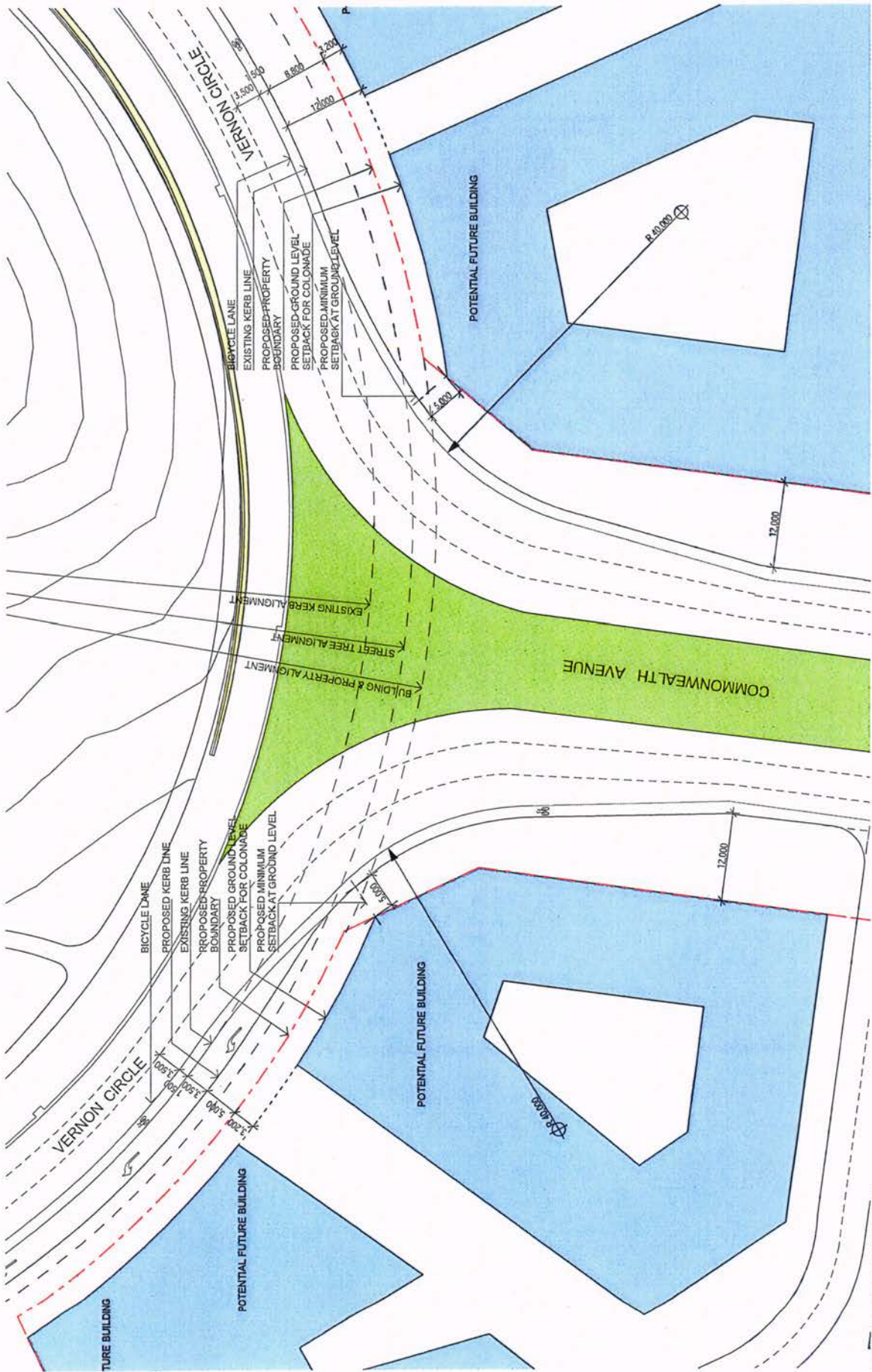
- The Night Flowers - Northbourne Avenue median connection illuminated with stripes of LED lights with changing colours - with a pool of light at the base of City Hill.
- Night Walk - narrow beam lights located between the Roman Cypress Pines to illuminate the path to the heart of City Hill.
- Territory Pride - Base of the Flag pole finished with light coloured paving, light poles positioned away from the Flag pole and out of vistas, pole and flag lit with narrow beam spot lights, base to glow with downlights.
- Night presence to be best viewed from Northbourne Avenue approach.
- Only Flag and pole to be visible from Commonwealth Avenue.



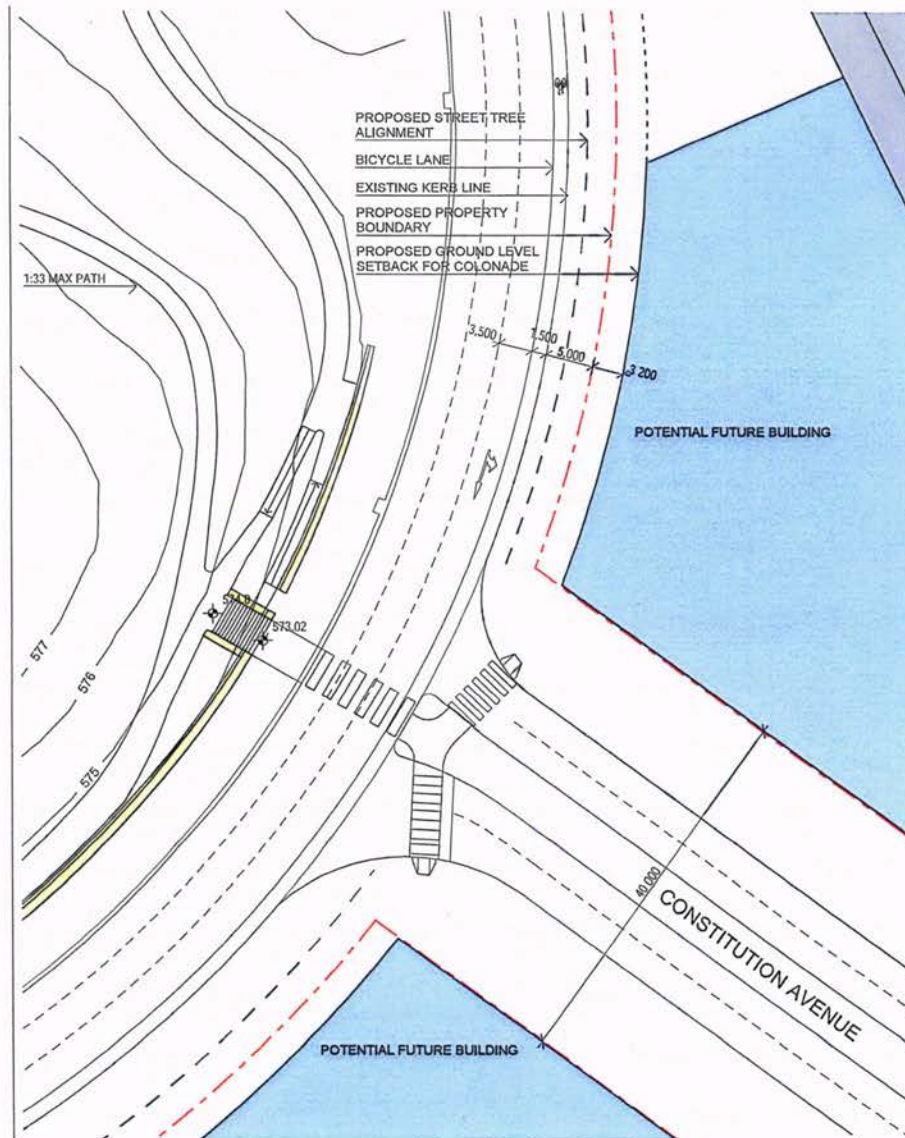
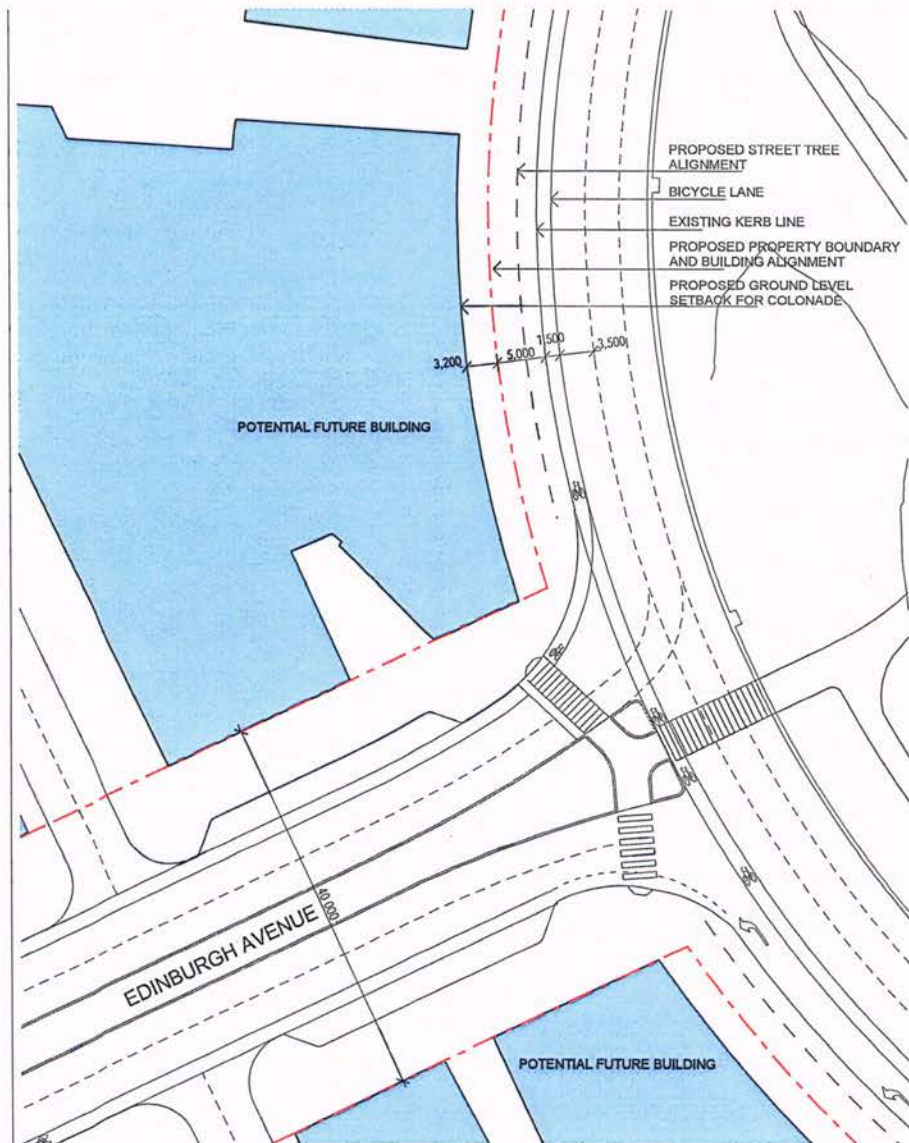
4.2 CITY HILL GEOMETRY



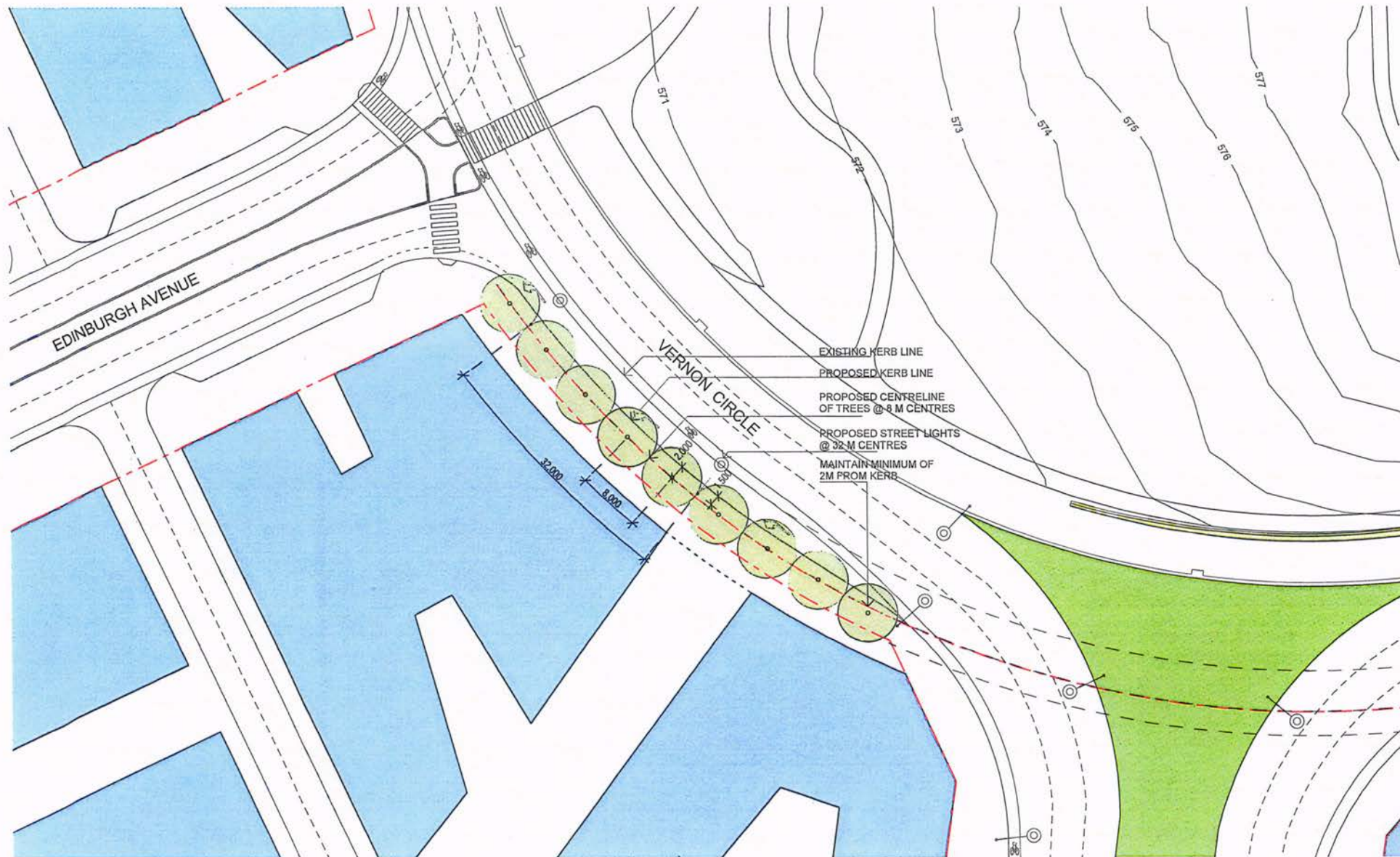
4.3 DETAIL PLAN - VERNON CIRCLE AT COMMONWEALTH AVENUE



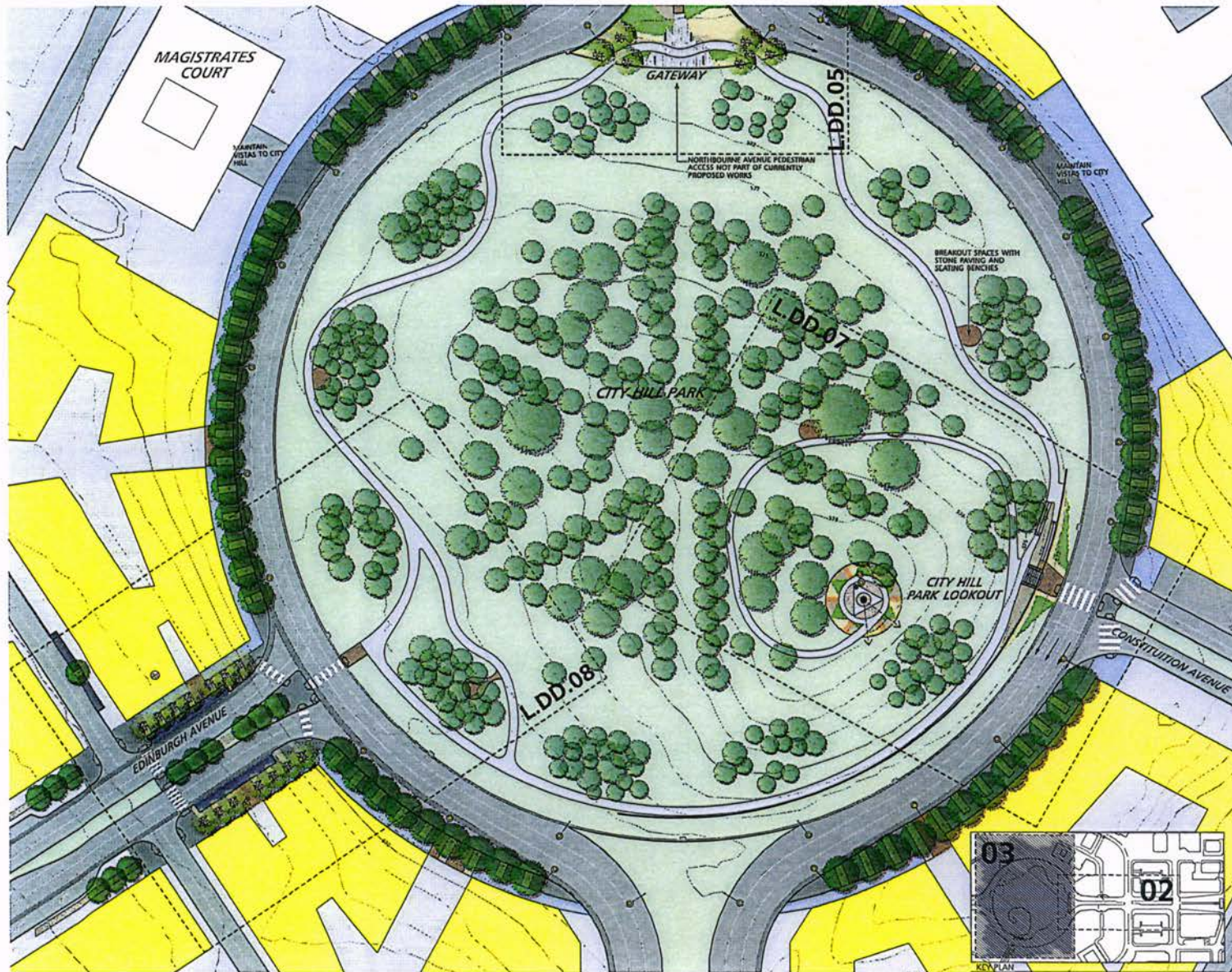
4.4 DETAIL PLANS - VERNON CIRCLE AT EDINBURGH AND CONSTITUTION AVENUES



4.5 DETAIL PLAN - STREET TREES AND STREET LIGHTING



4.6 ILLUSTRATIVE PLAN - CITY HILL



- LEGEND**
- MASTERPLAN STUDY AREA
 - EXISTING TREES
 - NEW STREET TREES
REFER L.DD.11
 - TURF
 - GARDEN BED/RAIN GARDEN
 - FUTURE DEVELOPMENT SITE
 - ASPHALT ROAD SURFACE
 - PEDESTRIAN PAVING
 - PAVING TYPE 1 - STONE PAVING
 - PAVING TYPE 2 - PORPHYRY FLAGGING
 - PAVING TYPE 3a - PORPHYRY SETS ARC
 - PAVING TYPE 3B - PORPHYRY SETS STRAIGHT
 - PAVING TYPE 4 - RESIN BONDED AGGREGATE
 - PAVING TYPE 5 - PERMEABLE PAVING
 - PAVING TYPE 6 - GRANITE SETTS
 - PAVING TYPE 7 - PRECAST PAVING
 - ON-ROAD CYCLEWAY
 - WALL TYPE 1: PORPHYRY CLAD
 - WALL TYPE 2: PRECAST CONCRETE SEATING WALL
 - STREET LIGHTING AND/OR TRAFFIC SIGNALS



lahznimmo + SPACKMAN + MOSSOP
architects MICHAELS

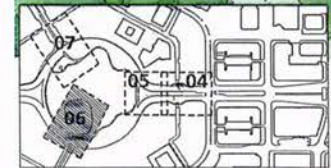
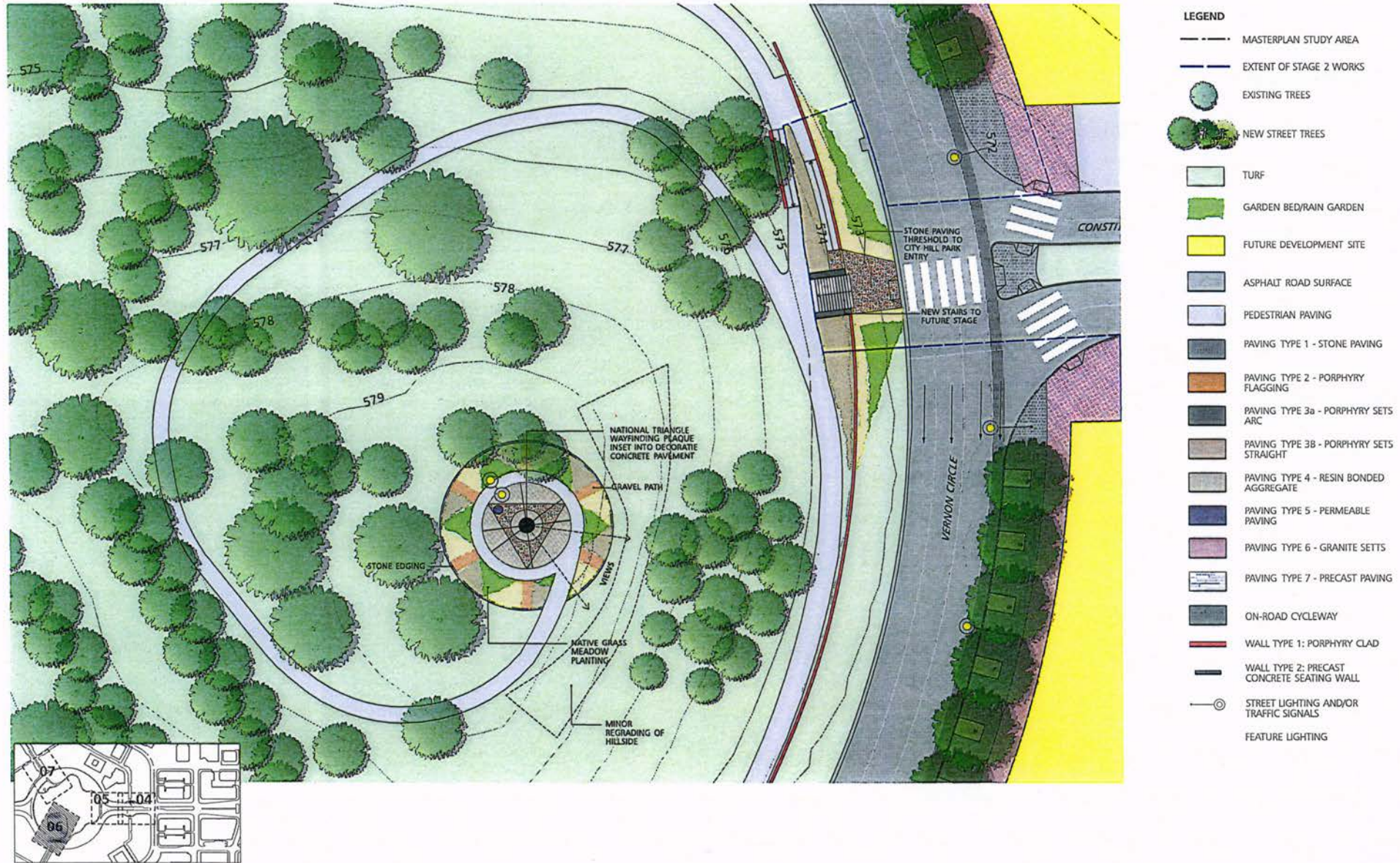
LSM JOINT

June 2012

MASTER PLAN PROPOSAL
CITY HILL PRECINCT MASTERPLAN

Page 35

4.7 ILLUSTRATIVE PLAN - CITY HILL SUMMIT AND LOOKOUT + VERNON CIRCLE AND CONSTITUTION AVENUE INTERSECTION



MASTER PLAN PROPOSAL
CITY HILL PRECINCT MASTERPLAN

June 2012

Page 36

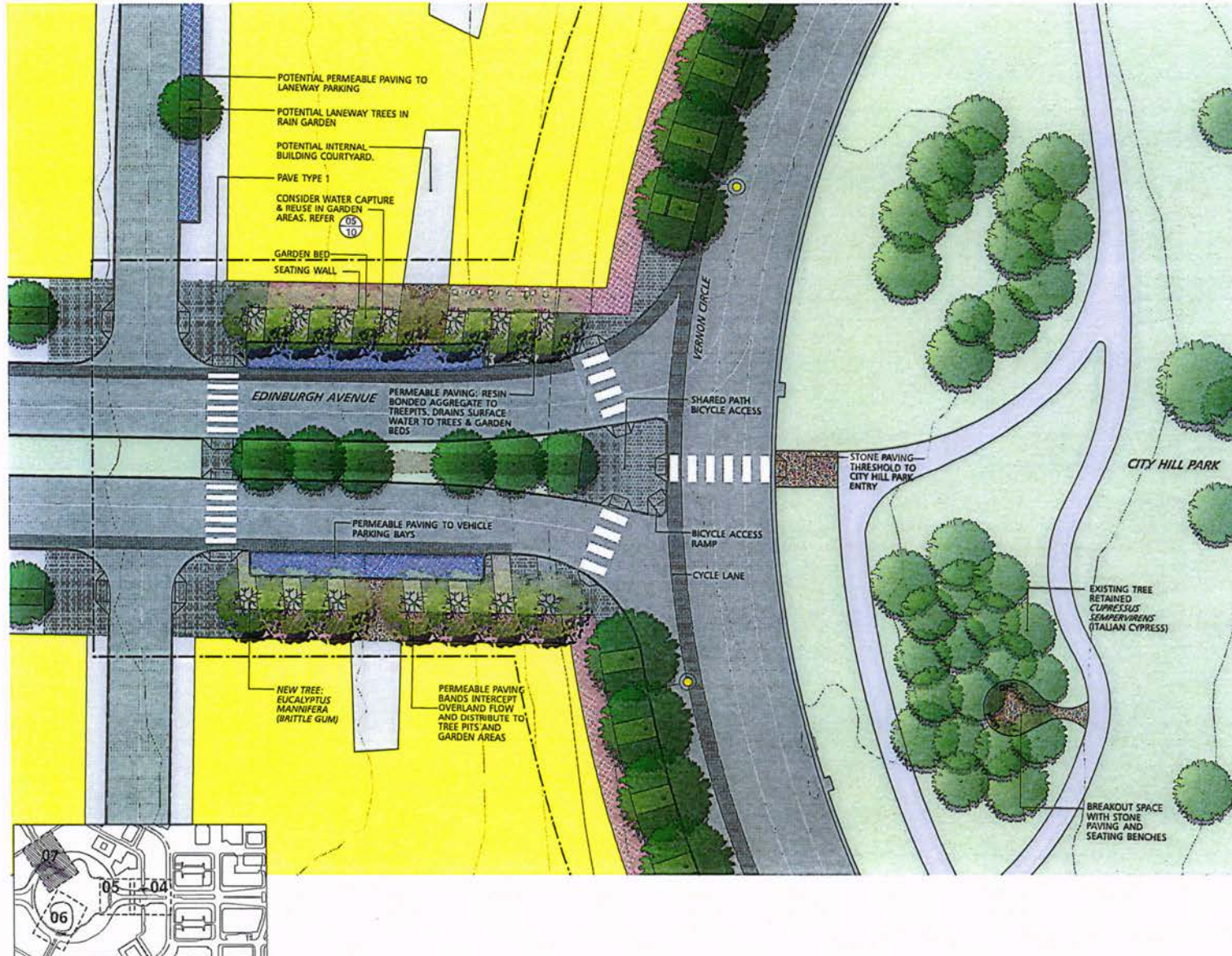


lahznimmo + SPACKMAN + MOSSOP
architects MICHAELS

LNSM JOINT

000147

4.8 ILLUSTRATIVE PLAN - VERNON CIRCLE AND EDINBURGH AVENUE INTERSECTION



- LEGEND**
- EXTENT OF STUDY
 - EXISTING TREES
 - NEW STREET TREES REFER LDD.11
 - TURF
 - GARDEN BED/RAIN GARDEN
 - FUTURE DEVELOPMENT SITE
 - ASPHALT ROAD SURFACE
 - PEDESTRIAN PAVING
 - PAVING TYPE 1 - STONE PAVING
 - PAVING TYPE 2 - PORPHYRY FLAGGING
 - PAVING TYPE 3a - PORPHYRY SETS ARC
 - PAVING TYPE 3B - PORPHYRY SETS STRAIGHT
 - PAVING TYPE 4 - RESIN BONDED AGGREGATE
 - PAVING TYPE 5 - PERMEABLE PAVING
 - PAVING TYPE 6 - GRANITE SETTS
 - PAVING TYPE 7 - PRECAST PAVING
 - ON-ROAD CYCLEWAY
 - WALL TYPE 1: PORPHYRY CLAD
 - WALL TYPE 2: PRECAST CONCRETE SEATING WALL
 - STREET LIGHTING AND/OR TRAFFIC SIGNALS
 - FEATURE LIGHTING



lahznimmo + SPACKMAN + MOSSOP
architects MICHAELS

LSNM JOINT

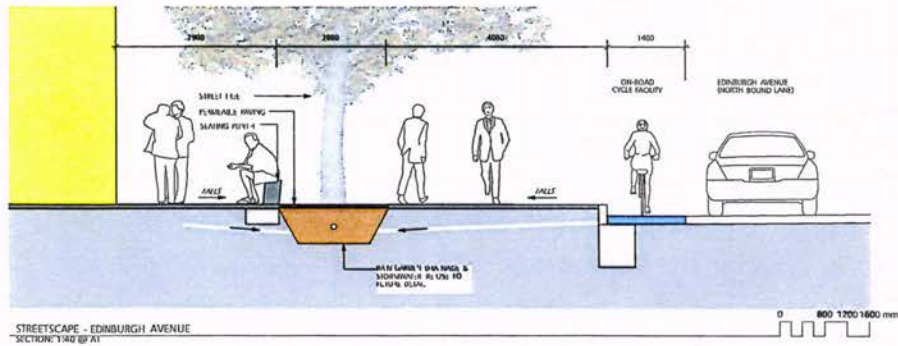
June 2012

MASTER PLAN PROPOSAL
CITY HILL PRECINCT MASTERPLAN

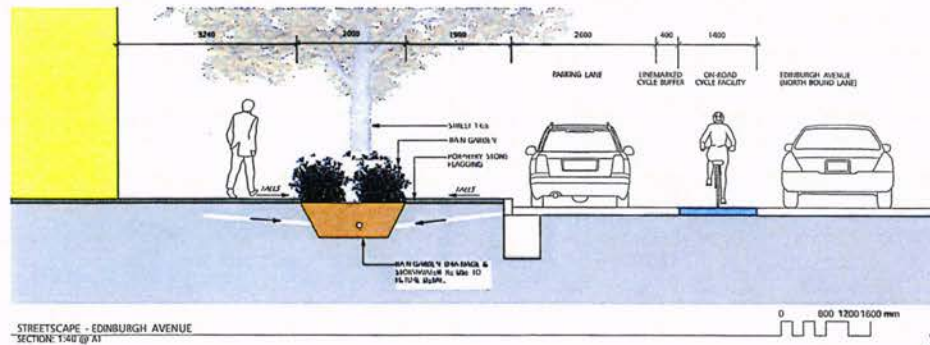
Page 37

000146

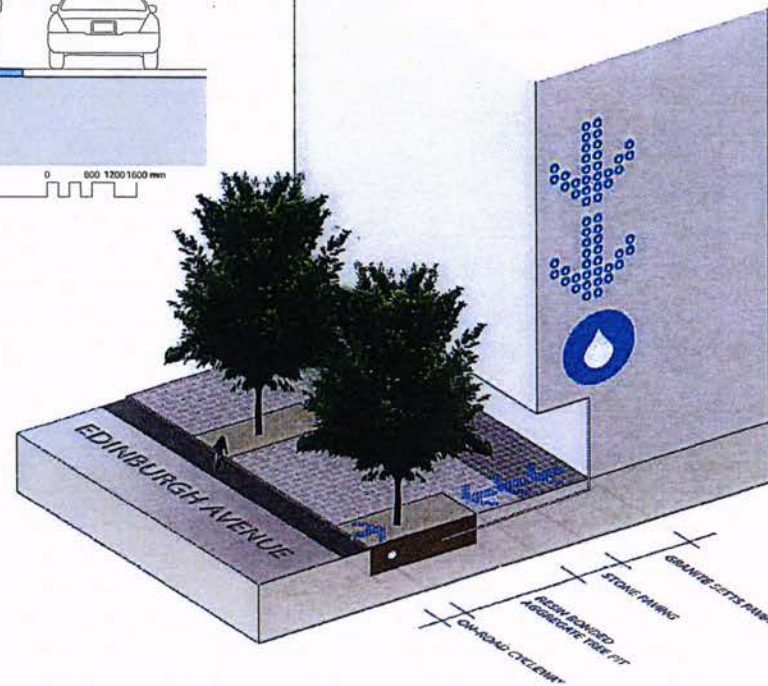
4.9 SECTIONS



STREETSCAPE - EDINBURGH AVENUE
SECTION: T-140 @ AT



STREETSCAPE - EDINBURGH AVENUE
SECTION: T-140 @ AT



4.10 MATERIALS AND PLANTS

MATERIALS PALETTE

PAVING TYPES



PAVING TYPE 1
P1
HIGH QUALITY DARK STONE PAVING
MAJOR AVENUE & NORTHBOURNE
AVENUE FOOTPATHS



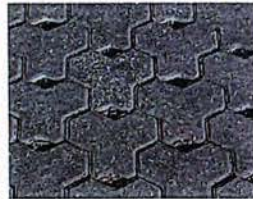
PAVING TYPE 2
P2
PORPHYRY STONE FLAGGING
MAJOR AVENUES



PAVING TYPE 3
P3
PORPHYRY SETTS
CITY PLAZA NORTHBOURNE AVENUE AND MAJOR
AVENUES



PAVING TYPE 4
P4
RESIN BONDED AGGREGATE
STREET TREE SURROUNDS AND FOOTPATHS
ADJACENT TO GARDEN BEDS ON MAJOR
AVENUES



PAVING TYPE 5
P5
INTERLOCKING PERMEABLE PAVING
CARPARKING BAYS



PAVING TYPE 6
P6
PERMEABLE BONDED
AGGREGATE PAVERS
MAJOR AVENUES ADJACENT TO GARDEN BEDS

WALL TYPES



WALL TYPE 1
W1
PORPHYRY CLAD WALLING &
GARDEN EDGING
CITY HILL GATEWAY AND MAJOR AVENUES



WALL TYPE 2
W2
PRECAST SEATING
WALL/PLINTH BOLLARD
WITH ONYX OXIDE

INDICATIVE PLANT SCHEDULE

Botanical Name	Common Name	Height m	Spread m
TREES			
<i>Eucalyptus mannifera</i>	Brittle Gum	20m	12m
<i>Koelreuteria paniculata</i>	Golden Rain Tree	10m	10m
<i>Ulmus americana</i>	American Elm	25m	12m
NATIVE SHRUB & MEADOW MIX			
<i>Juncus usitatus</i>	Common Rush	3m	1m
<i>Lomandra longifolia</i>	'Tanika'	0.75m	0.75m
<i>Westringia fruticosa</i> 'Jervis Gem'	'Jervis Gem'	1m	1m
<i>Correa alba</i>	White Correa	1.5m	1.5m
<i>Eremophila glabra</i>	Tar Bush	1.5m	1.5m
STREETSCAPE RAIN GARDEN MIX			
<i>Carex appressa</i>	Tall Sedge	0.75m	0.75m
<i>Isotria medeoloides</i>	Knobby Club Rush	1.5m	2m
<i>Dianella caerulea</i>	Blue Flax Lily	0.75m	0.75m

TREE SPECIES



ULMUS AMERICANA
AMERICAN ELM
VERNON CIRCLE & NORTHBOURNE AVENUE STREET TREES



KOELREUTERIA PANICULATA
GOLDEN RAIN TREE
STREETS AND CARPARKING BAYS



EUCALYPTUS MANNIFERA
BRITTLE GUM
MAJOR AVENUE STREET TREES

000143

REVISION HISTORY		
REV	DESCRIPTION	DATE
A	DETAIL DESIGN DRAFT	01.05.12
B	DETAIL DESIGN DRAFT	14.05.12
C	DETAIL DESIGN DRAFT	22.05.12
D	FINAL MASTERPLAN	22.05.12

LEGEND		
MASTERPLAN STUDY AREA		
EXISTING TREES		
NEW STREET TREES REF: LDD.11		
TURF		
GARDEN BEDDING GARDEN		
FUTURE DEVELOPMENT SITE		
ASPHALT ROAD SURFACE		
PEDESTRIAN PAVING		
PAVING TYPE 1 - STONE PAVING		
PAVING TYPE 2 - PORPHYRY FLAGGING		
PAVING TYPE 3a - PORPHYRY SETS		
PAVING TYPE 3b - PORPHYRY SETS		
PAVING TYPE 4 - RESIN BONDED AGGREGATE		
PAVING TYPE 5 - PERMEABLE PAVING		
PAVING TYPE 6 - GRANITE SETTS		
PAVING TYPE 7 - PRECAST PAVING		
ON-ROAD CYCLEWAY		
WALL TYPE 1 - PORPHYRY CLAD		
WALL TYPE 2 - PRECAST CONCRETE SEATING WALL		
STREET LIGHTING AND/OR TRAFFIC SIGNALS		

0 5 10 15 20 25 M

City Hill Masterplan

Northbourne Avenue & Vernon Circle Canberra ACT

City Hill Precinct Plan

SPACKMAN MOSSOP MICHAELS

Project P: SPACT1017 Scale 1:500
Date: 26.04.2012
Author: April 2012
Project: LDD.03C D



Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Friday, 22 June 2012 2:26 PM
To: Baxter, Rod; Eric Martin
Subject: RE: City Hill
Attachments: 04 TREES & LIGHTING.zip

Eric,

Jpegs attached,

regards

Andrew Nimmo
 Director

lahznimmo
 architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
 Newtown NSW 2042 Australia

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 MEMBER



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From: Baxter, Rod [<mailto:Rod.Baxter@act.gov.au>]
Sent: Friday, 22 June 2012 1:10 PM
To: Eric Martin
Cc: Andrew Nimmo
Subject: City Hill

Good afternoon Eric and thanks for the draft Heritage Impact Statement that you sent through on Wednesday.

Attached are Andrew's four plans that have been amended to more clearly express the set out geometry for the Vernon Circle. Can the plans be incorporated in the report as A3 sized fold outs and be properly referenced in the report?

Andrew, can you provide the plans as .jpg's so they can sit a bit more crisply in the report?

At this stage Section 3 doesn't capture all the impacts. I have annotated the Section 3 table to more strongly emphasise important issues that include:

- There is no mention of closing Vernon Circle at Commonwealth Avenue
- There is no mention of tightening the radius of the Commonwealth Avenue/Vernon Circle intersection.
- Street lighting – it should note that some additional lights to both sides of Vernon Circle are required at the Northbourne and Commonwealth Avenue entries.

- Street trees – it should note the new street tree planting is proposed to the entire outside footpath of Vernon Circle – not just additional.
- Pedestrian crossing and traffic lights – there is no direct mention of the new pedestrian crossings and traffic lights at the Edinburgh/Vernon and Constitution/Vernon intersections.

Can you let me know when you can turn the report around?

Thanks

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M: 04 388 1234

490 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Thursday, 21 June 2012 5:17 PM
To: Baxter, Rod
Subject: City Hill
Attachments: 04 TREES & LIGHTING.PDF; 01 CITY HILL & VERNON CIRCLE.PDF; 02 DETAIL PLANS.PDF; 03 DETAIL INTERSECTIONS.PDF

Rod,

As discussed yesterday – hopefully these cover what you want and can be read at A3. Let me know if you need any amendments.

regards

Andrew Nimmo
Founder

lahznimmo
architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
Newtown NSW 2042 Australia

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www.lahznimmo

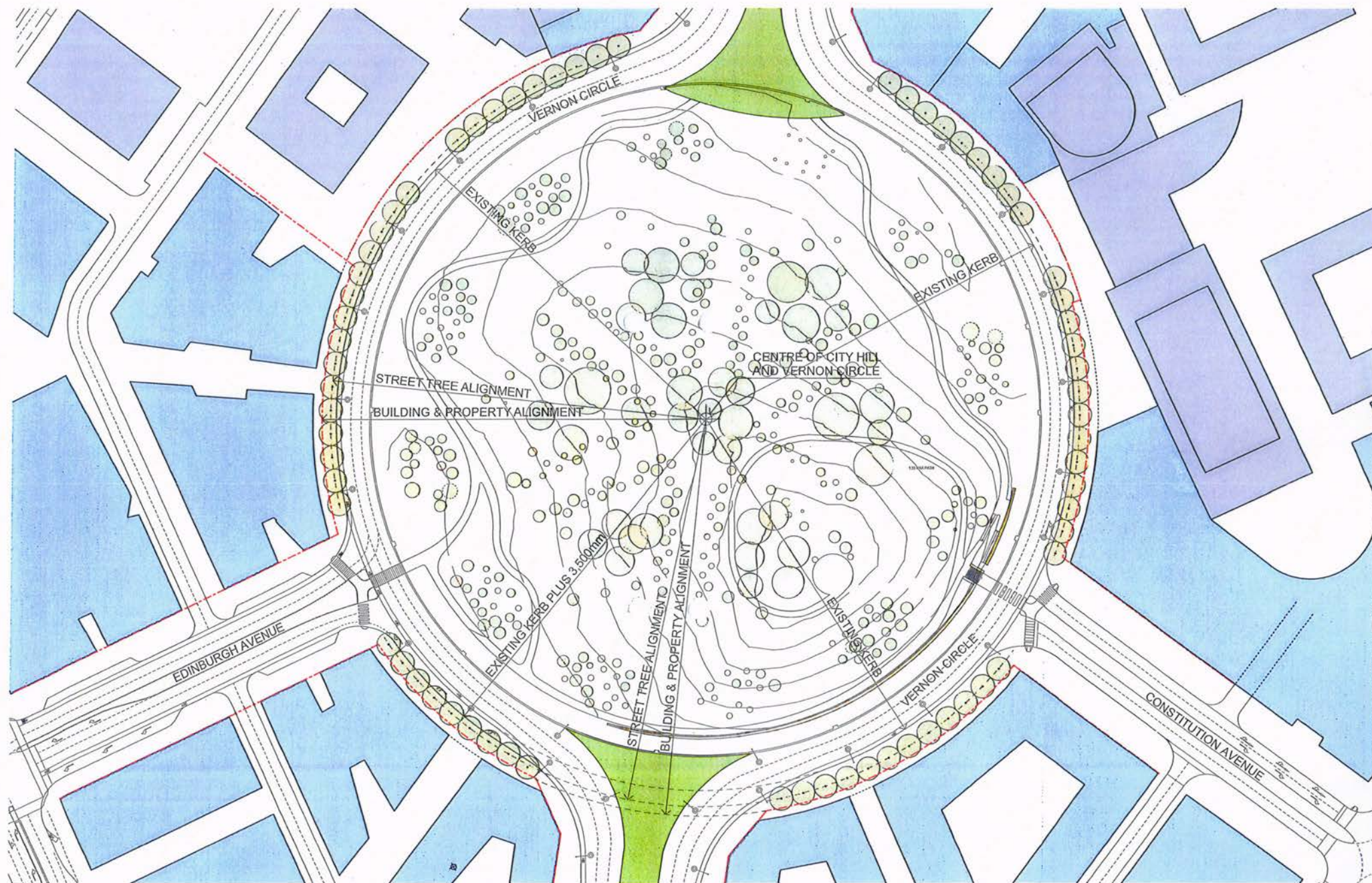
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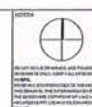
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ORIGINAL NOTES



PROJECT TITLE	
CITY HILL + NORTHBORNE AVENUE PRECINCT MASTERPLAN CIVIC, ACT	
SCALE CHART	8

PROJECT NUMBER	
----------------	--

ARCHITECTURE ASSOCIATION
tahzanimmo
architects
Suite 204, Flinders Building
114 Victoria St
Melbourne VIC 3002 Australia

TITLE				
CITY HILL & VERNON CIRCLE				
GA Plans				
DATE				
DATE	PLAT DATE	SCALE @1	SCALE @A3	
MT	21/06/2012	1:500		
CHECKED	PROJECT NO.	DRAWING NO.	STAGE	REV.
AN	11-04	A-SK-01		

[illegible]

GENERAL NOTES



CLIENT



ACT GOVERNMENT
DEPARTMENT OF LAND &
PROPERTY SERVICES

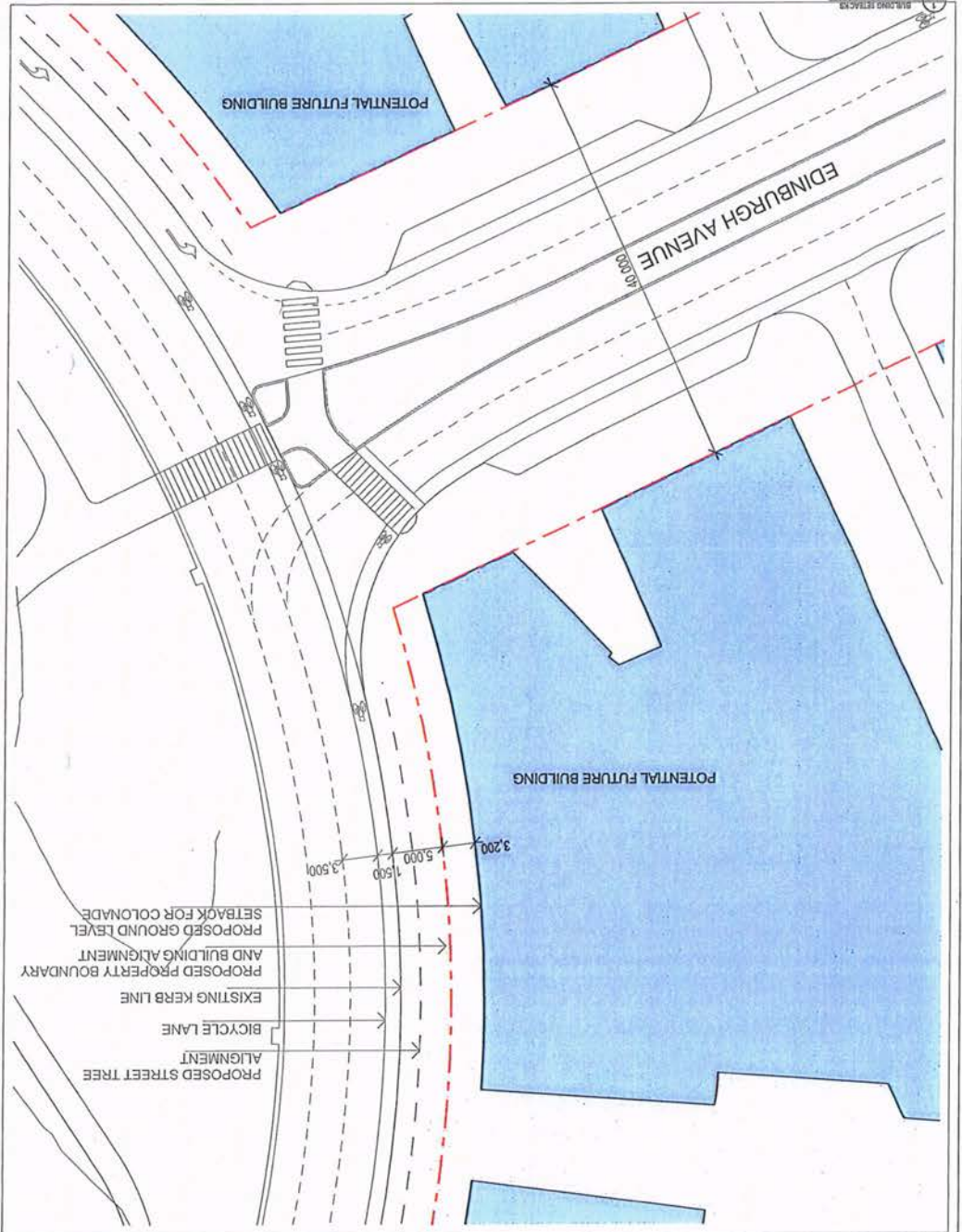
PROJECT TITLE
CITY HILL +
NORTHBOURNE AVENUE PRECINCT
MASTERPLAN
CIVIC ACT

1. *Leptocarpus*

ARCHITECTS IN ASSOCIATION
tahzanimmo
architects
Suite 406, Placerate Studios
2180 Avenue 36
Beverly Hills 90212, California
T 310 950 1200
F 310 950 1200
www.tahzanimmo.com

GA Plans	GA Plans
----------	----------

DRAWN	DATE	SHEET NO.	SCALE	
MT	21/06/2012	1/200		
CHECKED	PROJECT NO.	DRAWING NO.	STAGE	REV. NO.
AN	11-04	A-SK-02		



Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Friday, 1 June 2012 11:23 AM
To: Baxter, Rod
Cc: Michael Spackman; Chris Houghton
Subject: RE: City Hill Master Plan
Attachments: L.DD.03 [City Hill Precinct Plan].pdf; L.DD.05 [Detail Plan].pdf; L.DD.06 [Detail Plan].pdf; L.DD.07 [Detail Plan].pdf

Rod,

Attached are the illustrative plans prepared by Spackman Mossop Michaels to describe the City Hill proposal and details. They are draft only, and need to be updated to reflect current tree and lighting locations – however they give you an indication of the type are drawings and level of detail proposed.

There will also be a materials palette sheet and some sections.

regards

Andrew Nimmo
Director

lahznimmo
architects

ABN 33 075 924 097

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Newtown NSW 2042 Australia

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From: Andrew Nimmo
Sent: Tuesday, 29 May 2012 5:00 PM
To: 'Baxter, Rod'
Cc: 'Michael Spackman'; 'Chris Houghton'
Subject: City Hill Master Plan

Rod,

Attached are set out drawings for building setbacks and landscape to Vernon Circle – they are scaled to be printed at B1 size. I believe that these provide a setout for Boundaries, Buildings and Trees to satisfy the NCA.

will send you the draft illustrative drawings in the next email – these still require some updating – but I thought I would send them so that you knew where we were heading.

regards

Andrew Nimmo
Director

lahznimmo
architects

ABN 33 075 924 097

**Suite 404, 3 Gladstone Street
Newtown NSW 2042 Australia**

**T 02 9550 5200
F 02 9550 5233**

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MEMBER



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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Tuesday, 12 June 2012 9:30 AM
To: Eric Martin; Baxter, Rod
Subject: RE: City Hill Master Plan

Hi Eric,

I can answer some of these questions – see below.
 Rod – feel free to contradict me if you don't agree.

regards

Andrew Nimmo
 Director

lahznimmo
architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
 Newtown NSW 2042 Australia

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Please consider the environment before printing this e-mail

From: Eric Martin [mailto:eric@emaa.com.au]
Sent: Sunday, 10 June 2012 12:26 PM
To: Baxter, Rod
Cc: Andrew Nimmo
Subject: RE: City Hill Master Plan

Rod,

I have prepared it to the point of the assessment and need some clarifications as per the following questions:

1. What property boundaries change as we note SK03 indicates 'proposed property boundaries' (do we assume this means a change?). **Rod to answer.**
2. What is the path material on city hill? – **At the moment we are looking at exposed aggregate finish to natural grey concrete.**
3. Is the path compliant for disability access? – **yes entire path will be 1 in 33 or less, so no handrails required. There will be rest points within each of the six 'landscape rooms'. On the Constitution Avenue side there is a code compliant 1 in 14 ramp to give access from footpath level to the City Hill park. At all other access points it is on grade.**
4. Are there any trees removed or added on city hill? – **No – however an arborist would complete a final review to confirm if any trees should be replaced as part of normal maintenance. Any replacement would be to match existing.**

5. Is the switch back ramp to city hill at the end of Constitution Avenue designed to fit behind the existing stone retaining wall with only an opening at the base which will also accommodate access to the stairs? – Yes.
6. Is there any work to Northbourne Avenue between London Circuit and City Hill? - Rod – is work to Northbourne Avenue part of this process?
7. Is there work to Commonwealth Ave? – As part of the removal of the clover leaf connection to London Circuit – the radius of the road at the junction of Commonwealth Avenue and Vernon Circle will be tightened up as part of the traffic calming initiatives. Also it is proposed to connect Knowles Place to Commonwealth Avenue. No other changes to Commonwealth Avenue are proposed.
8. Is there any work to any other sections other than shifting property Boundaries? - Rod to answer – depends on how much of the Master Plan report forms part of this process.
9. Do you have a height or design of the street lights? – That will be confirmed over the next couple of days. However aim is to delete the existing street lights on the inside line of Vernon Circle and install new street lights to the outside line of Vernon Circle – exact height, location and type to be confirmed.
10. Is there any extra lighting to City Hill such as along the new path? – No lighting of the path is proposed – refer to Master Plan report issued previously for full lighting proposal.

I probably need a few days after these are answered to complete the report.

Regards,

Eric Martin

Registered Architect
ACT 376 VIC 5150 NSW 5991
WA 1663 QLD 3391



Eric Martin and Associates
Architecture | Access | Heritage | Conservation

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From: Baxter, Rod [<mailto:Rod.Baxter@act.gov.au>]
Sent: Friday, 8 June 2012 1:00 PM
To: Eric Martin
Subject: RE: City Hill Master Plan

Hi Eric,

Can you let me know when I can expect your draft report? I have most of the information now to make the final submission to NCA.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M:

490 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

From: Eric Martin [<mailto:eric@emaa.com.au>]

Sent: Wednesday, 30 May 2012 5:14 PM

To: Baxter, Rod

Subject: RE: City Hill Master Plan

Thanks Rod,
I will commence the task.

Regards,

Eric Martin

Registered Architect
ACT 376 VIC 5150 NSW 5991
WA 1663 QLD 3391

EMA

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Architecture | Access | Heritage | Conservation

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From: Baxter, Rod [<mailto:Rod.Baxter@act.gov.au>]

Sent: Tuesday, 29 May 2012 5:40 PM

To: Eric Martin

Cc: Andrew Nimmo

Subject: FW: City Hill Master Plan

Good afternoon Eric,

As discussed yesterday please find attached structure plans for Vernon circle. There is more to come from Andrew but in the meantime can you give me an estimate of when you think you can provide your first draft of the heritage review?

Please feel free to contact Andrew to discuss any issues and to request CAD plans and other information as you may require.

I look forward to your advice about a likely submission date.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M:

490 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

From: Andrew Nimmo [<mailto:a.nimmo@lahznimmo.com>]
Sent: Tuesday, 29 May 2012 5:00 PM
To: Baxter, Rod
Cc: Michael Spackman; Chris Houghton
Subject: City Hill Master Plan

Rod,

Attached are set out drawings for building setbacks and landscape to Vernon Circle – they are scaled to be printed at B1 size. I believe that these provide a setout for Boundaries, Buildings and Trees to satisfy the NCA.

I will send you the draft illustrative drawings in the next email – these still require some updating – but I thought I would send them so that you knew where we were heading.

regards

Andrew Nimmo
Director

lahznimmo
architects

ABN 33 075 924 097

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Newtown NSW 2042 Australia

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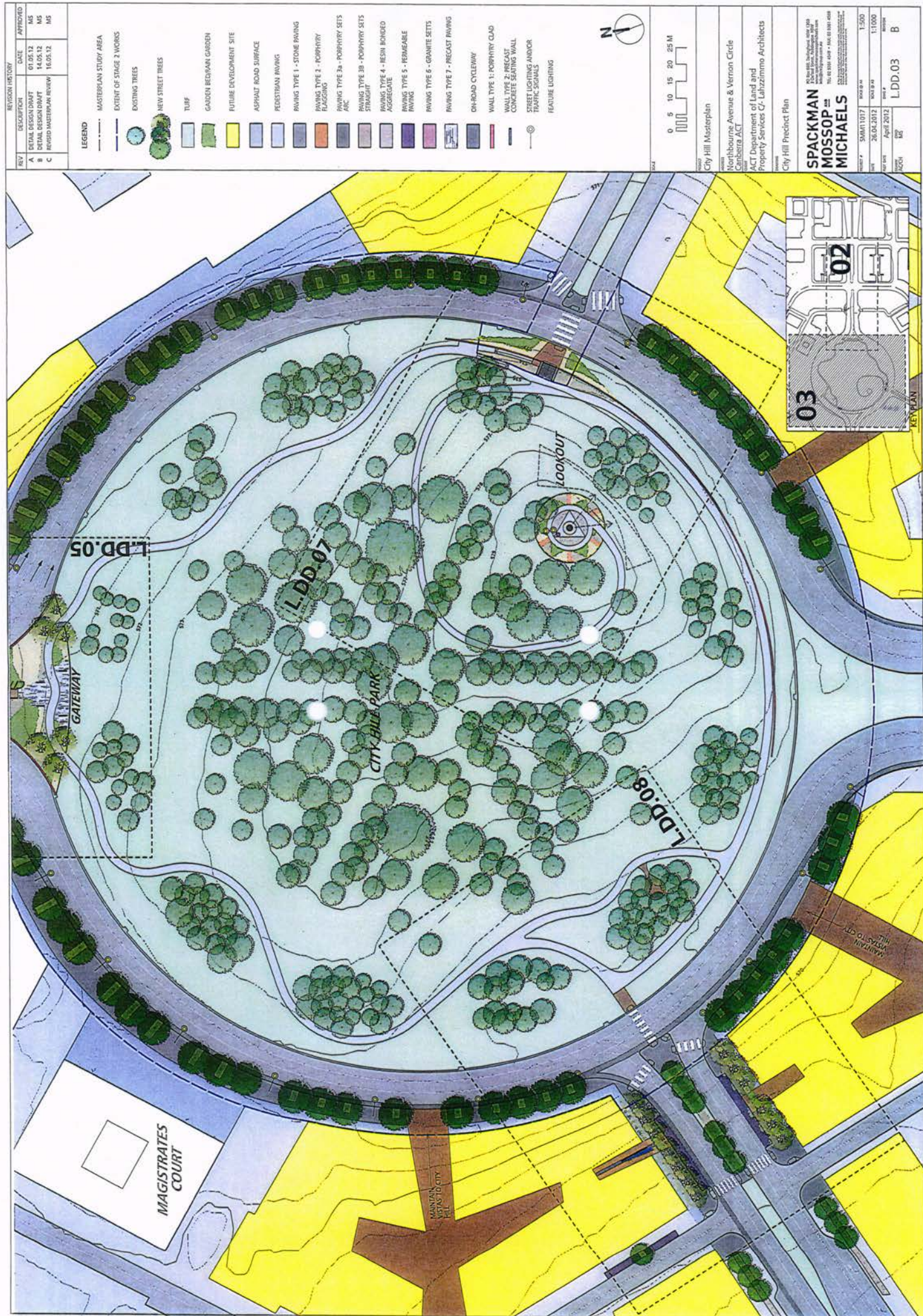
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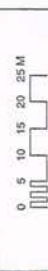
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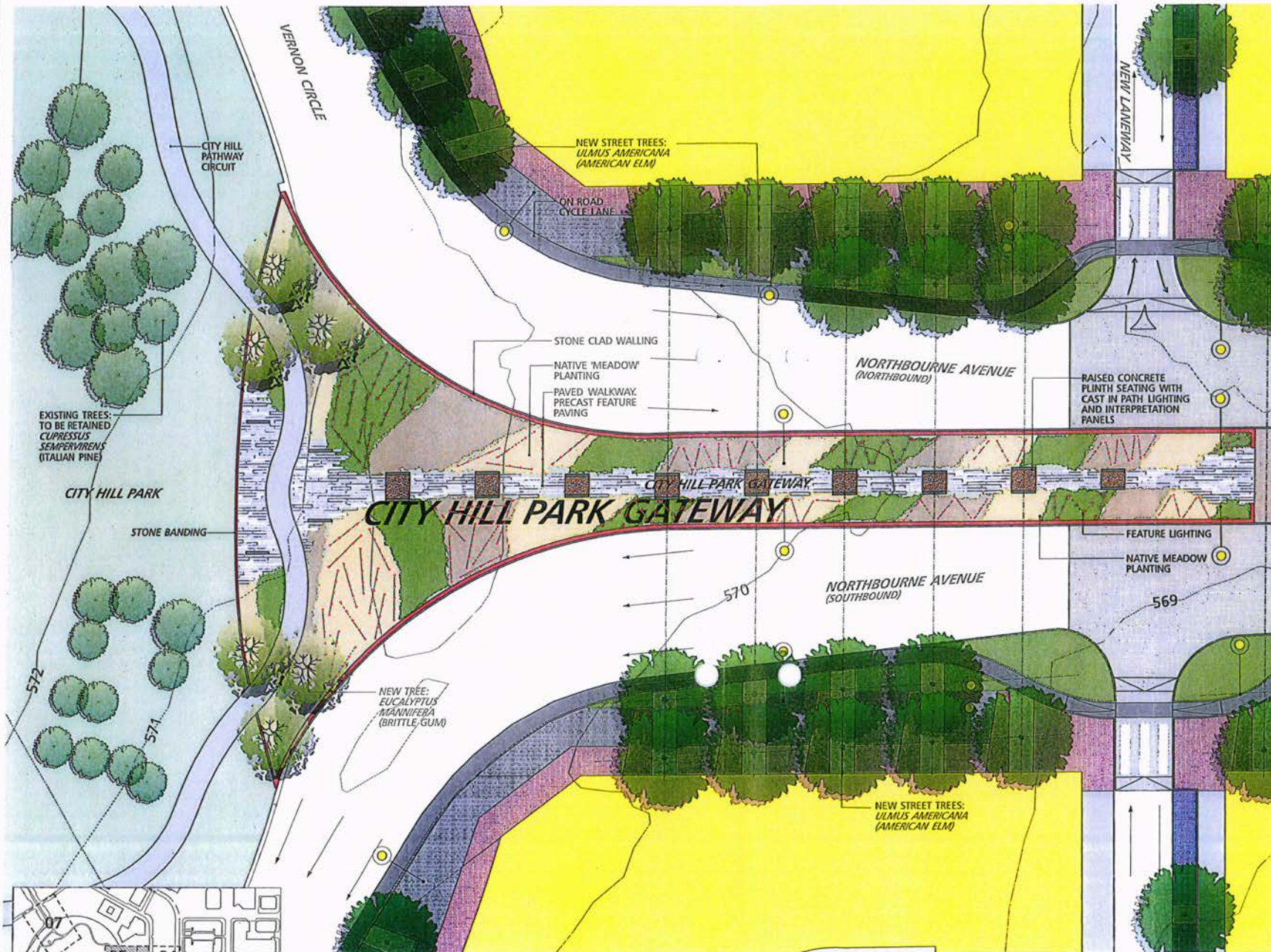


REVISION HISTORY		
REV	DESCRIPTION	DATE
A	DETAIL DESIGN DRAFT	01.05.12
B	DETAIL DESIGN DRAFT	14.05.12
C	REVISD MASTERPLAN REVIEW	16.05.12

- LEGEND**
- MASTERPLAN STUDY AREA
 - EXTENT OF STAGE 2 WORKS
 - EXISTING TREES
 - NEW STREET TREES
 - TURF
 - GARDEN BED/VAN GARDEN
 - FUTURE DEVELOPMENT SITE
 - ASPHALT ROAD SURFACE
 - PEDESTRIAN PAVING
 - PAVING TYPE 1 - STONE PAVING
 - PAVING TYPE 2 - PORPHYRY FLAGSTONE
 - PAVING TYPE 3a - PORPHYRY SETS
 - PAVING TYPE 3b - PORPHYRY SETS STRAIGHT
 - PAVING TYPE 4 - RESIN BONDED AGGREGATE
 - PAVING TYPE 5 - PERMEABLE PAVING
 - PAVING TYPE 6 - GRANITE SETS
 - PAVING TYPE 7 - PRECAST PAVING
 - ON-ROAD CYCLEWAY
 - WALL TYPE 1: PORPHYRY CLAD
 - WALL TYPE 2: PRECAST CONCRETE SEATING WALL
 - STREET LIGHTING AND/OR TRAFFIC SIGNALS
 - FEATURE LIGHTING



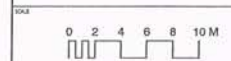
City Hill Masterplan	
Northbourne Avenue & Vernon Circle Canberra ACT	
ACT Department of Land and Property Services C/- Lohzimm Architects	
City Hill Precinct Plan	
SPACKMAN MOSSOP MICHAELS	
City Hill Precinct Plan	
PROJECT #	SAWA11017
DATE	26.04.2012
SCALE	1:1000
DATE	April 2012
ACCA	100
REVISION	B
DATE	LDD.03



REVISION HISTORY			
REV	DESCRIPTION	DATE	APPROVED
A	DETAIL DESIGN DRAFT	01.05.12	MS
B	DETAIL DESIGN DRAFT	14.05.12	MS
C	REVISED MASTERPLAN REVIEW	16.05.12	MS

LEGEND

- EXTENT OF STUDY
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PROJECT
City Hill Masterplan

ADDRESS
Northbourne Avenue & Vernon Circle
Canberra ACT

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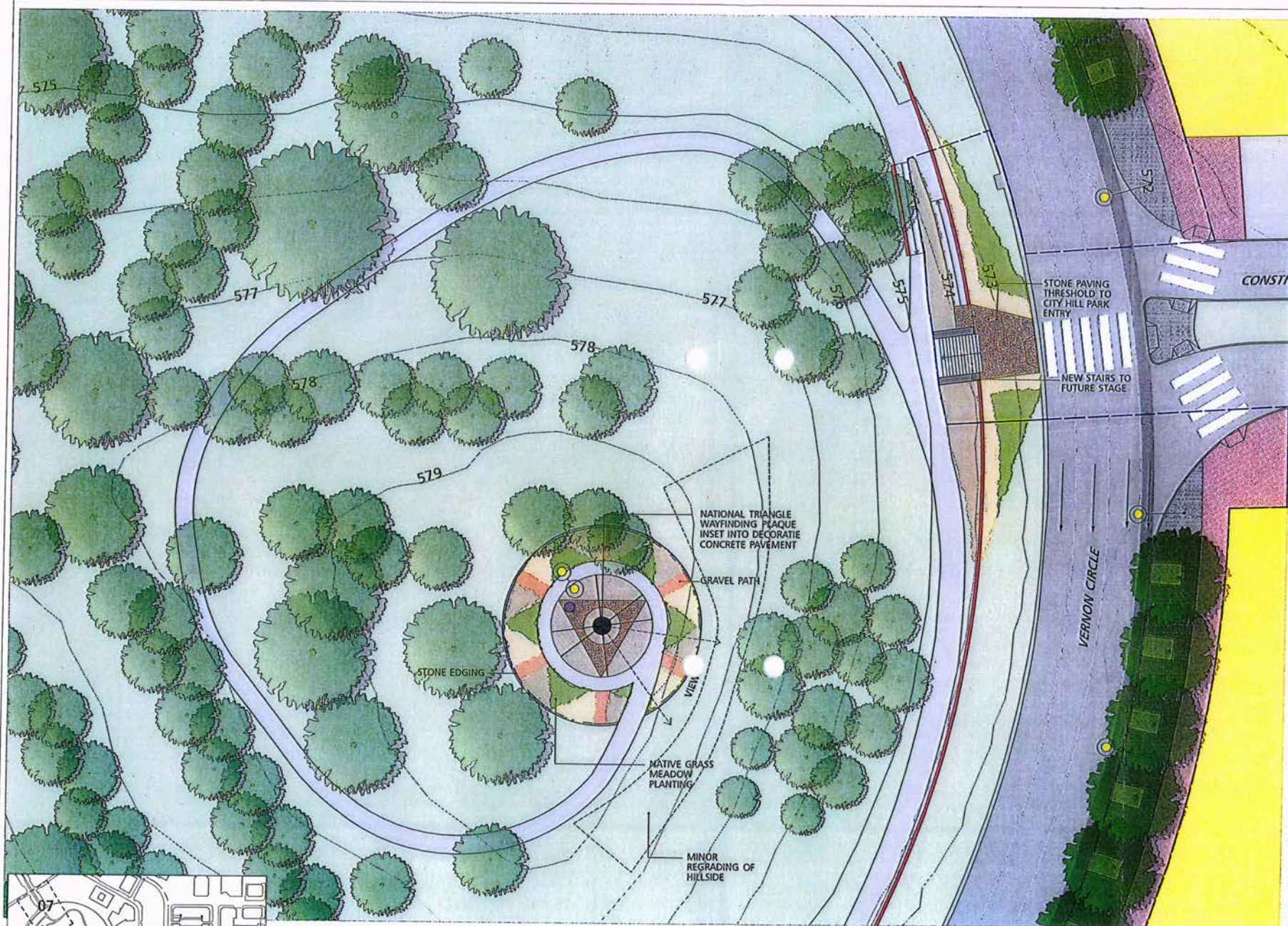
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Detail Plan 02 - CITY HILL GATEWAY

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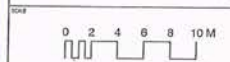
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DATE	26.04.2012	SCALE @ A2	1:400
DESIGN DATE	April 2012	DRAW #	
DRAWN BY	MS	CHECKED BY	B
APPROVED BY	MS		



REVISION HISTORY			
REV	DESCRIPTION	DATE	APPROVED
A	DETAIL DESIGN DRAFT	01.05.12	MS
B	DETAIL DESIGN DRAFT	14.05.12	MS
C	REVISED MASTERPLAN REVIEW	16.05.12	MS

LEGEND

- EXTENT OF STUDY
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PROJECT
City Hill Masterplan

ADDRESS
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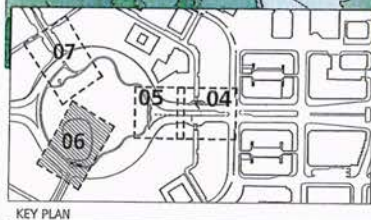
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DESIGNER
Detail Plan 03: LOOKOUT

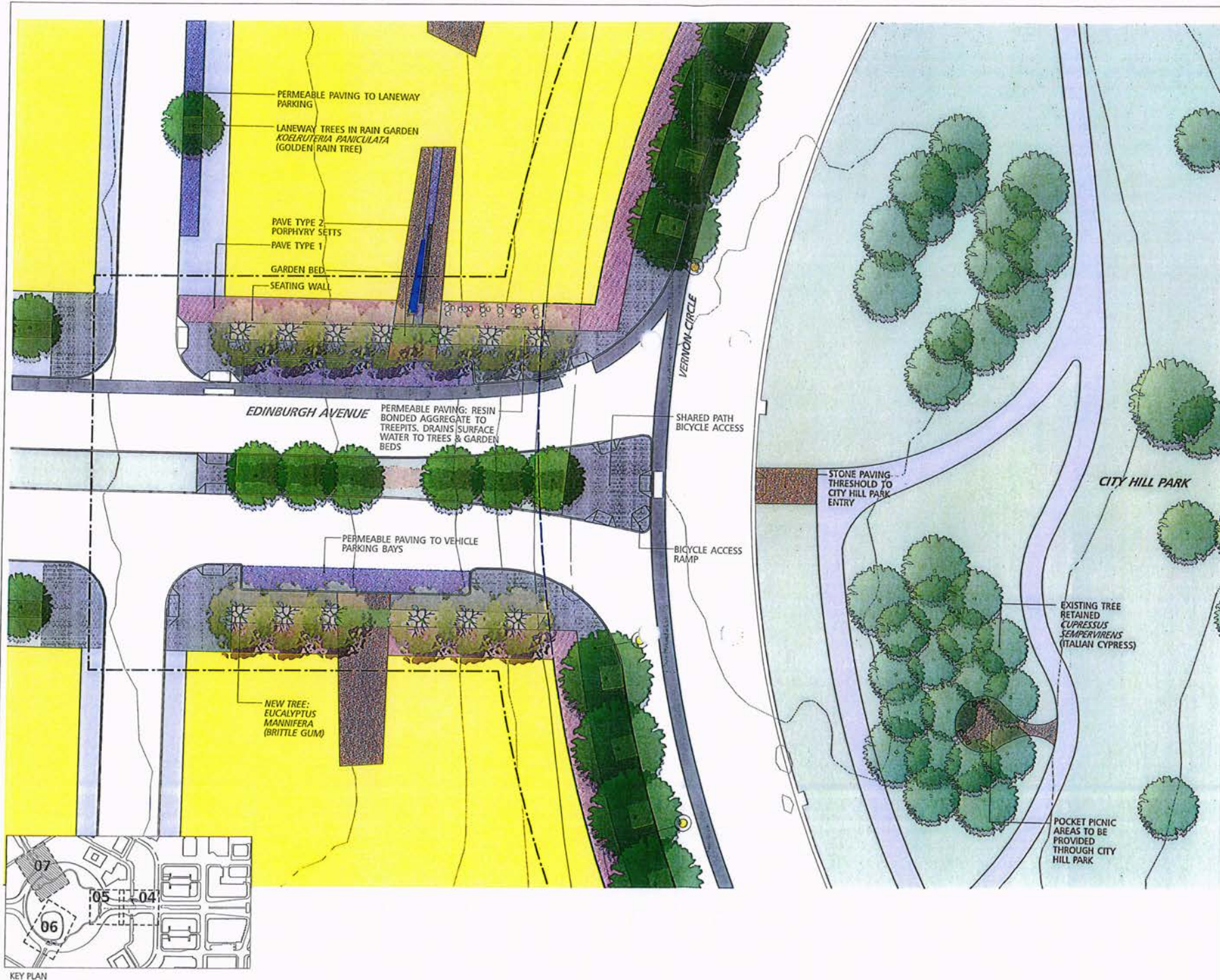
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PROJECT # SMM11017 SCALE 1:200
DATE 26.04.2012 SCALE OF A4 1:400
NEXT DATE April 2012 DATE #
DESIGNED BY LDD.06
CHECKED BY B



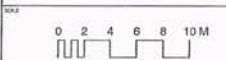
KEY PLAN



REVISION HISTORY			
REV	DESCRIPTION	DATE	APPROVED
A	DETAIL DESIGN DRAFT	01.05.12	MS
B	DETAIL DESIGN DRAFT	14.05.12	MS
C	REVISED MASTERPLAN REVIEW	15.05.12	MS

LEGEND

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- FEATURE LIGHTING



PROJECT
City Hill Masterplan

ADDRESS
Northbourne Avenue & Vernon Circle
Canberra ACT

CLIENT
ACT Department of Land and
Property Services C/- Lahzimmu Architects

DESIGNER
Detail Plan 04: EDINBURGH AVENUE

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PROJECT #	SMM11017	SCALE 0:11	1:200
DATE	26.04.2012	SCALE 0:12	1:400
POST DATE	April 2012	DATE #	
DESIGNER	AC/CH	DATE	MS
		L.DD.07	B

Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 30 April 2012 12:33 PM
To: Baxter, Rod
Cc: Michael Spackman
Subject: FW: City Hill [sec=unclassified]
Attachments: Edinburgh Ave intersection.pdf

Rod,

I had a productive meeting with Andrew Smith last week regarding the City Hill and Vernon Circle master plan. He was happy with the general direction that we were taking regarding the built edge and property boundary to Vernon Circle and geometry of street trees. However he is still concerned that when the master plan is publically exhibited, the traffic assumptions that lead to the slip lane to Edinburgh Ave will be the contentious issue.

Below is an email that he sent me following up on our discussions, but to summarize:

- Andrew's main concern is that all assumptions are robust and non-contestable and that the final proposal put forward can be backed up with a through testing of alternatives. He believes that what is proposed will be heavily scrutinized, especially from a heritage point of view.

Some assumptions that he is still unsure of:

- The frequency of the traffic lights at Vernon Circle/Edinburgh Avenue – are these tied to the Northbourne Ave/London Circuit lights, if so why? If they are purely generated by pedestrian activation, is every two minutes in PM peak reasonable? What are the assumptions based on?
- It is assumed that only vehicles in the slip lane can turn left into Edinburgh Ave – is this correct? The access at this point seems very wide as though the outside lane from Vernon Circle can also turn?
- My understanding is that the principle issue with Option 10 is that queuing back along Commonwealth Ave during the PM peak will potentially impact on the on access to Parkes Way travelling east or west, meaning more traffic is trapped on Commonwealth Ave, causing further delay. The assumption that queuing will be more than 500m in PM peak is an enormous queue. Given that a 300m queue would still provide access to the Parkes Way slip lanes, the assumptions that lead to a queue in excess of 500m needs to be scrutinized and justified.

Some particular issues to be dealt with:

- Andrew believes that cars coming from Commonwealth Ave to park in Section 63 will expect to be able to turn right from Edinburgh Ave into Knowles Lane to access the large underground carpark and that traffic lights will be needed to allow this to happen – see attached.
- Amendment 59 requires a zero setback to Vernon Circle – so the positioning of the site boundary to the south side of Section 63 becomes critical.

I will ring to chat through all this in detail,

regards

Andrew Nimmo
Director

lahznimmo

architects

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From: Andrew Smith [mailto:Andrew.Smith@natcap.gov.au]
Sent: Monday, 23 April 2012 2:45 PM
To: Andrew Nimmo
Subject: City Hill [sec=unclassified]

Security:[SEC=UNCLASSIFIED]

Andrew

Thank you for the opportunity to discuss your work on City Hill.

I wanted to clarify our thinking regarding the traffic management and heritage issues as they ultimately will impact on each other. There is a need for a heritage assessment and heritage impact statement on the final proposal. This work must be completed to a standard suitable for referral under the EPBC Act and will be required as part of any works approval submission.

Any heritage impact assessment must include consideration of alternatives. This is to demonstrate that there is 'no prudent or feasible alternative'.

When this proposal goes to public consultation, the traffic assumptions will be examined to ensure that they are robust and assist in demonstrating that there is 'no prudent or feasible alternative'. As I understand it the design is based the traffic modelling which includes the assumption that to provide pedestrian access to City Hill the operation of these signals must be co-ordinated with the operation of those at London Crt (so as to link ensure smooth traffic flow). As I understand it, the various options presented by the ACT are different road treatments built around this assumption.

It seems to me that there are three substantively different approaches to the traffic modelling that those with an interest in these matters would expect a proponent to consider and model.

1) Retain existing pedestrian access points (business as usual)

2) Put in an unsignalised pedestrian crossing

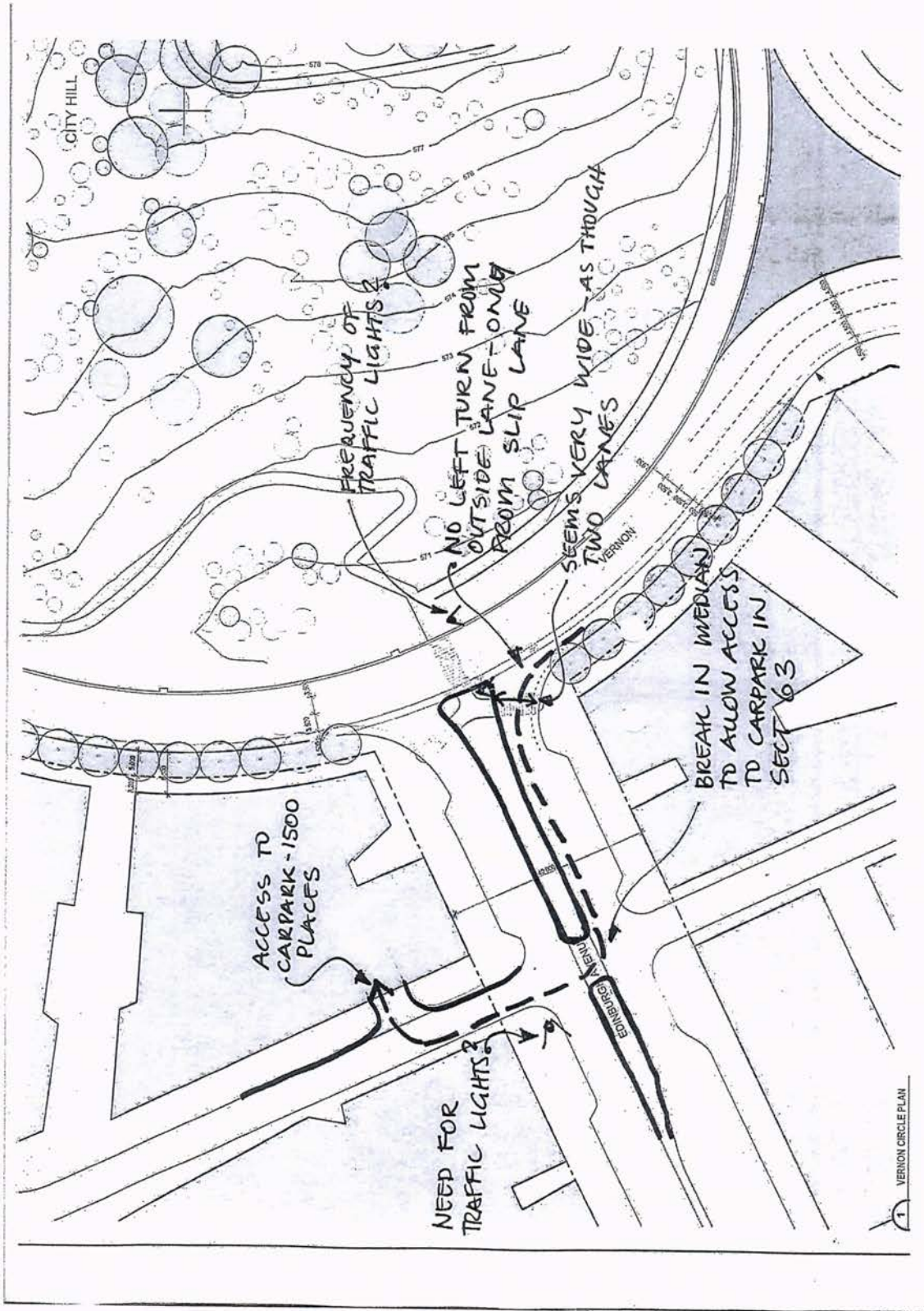
3) Change the signalisation phasing to be driven by pedestrian demand only ie signals would only operate when someone wanted to cross the road. This is the approach adopted further along Commonwealth Ave during Floriade and in a number of locations on Limestone Ave.

2 and 3 (and the proposed solution) require a judgement about how often people will actually go to City Hill during the peak period. Both could also open the door to consideration of other locations for the crossing.

Regards

Andrew Smith
Chief Planner
Regional Capital Authority

p: 02 6271 2806
m:



Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 2 April 2012 2:46 PM
To: Baxter, Rod
Cc: Michael Spackman
Subject: City Hill - Avenue extensions
Attachments: City Hill Master Plan - Edinburgh Ave.pdf; City Hill Master Plan - Constitution Ave.pdf; Landscape Plan.pdf

Rod,

In our original Master Plan drawing we had always assumed that the median to the Edinburgh and Constitution Avenue extensions would have a break at Knowles Lane to enable traffic to turn right as well as left. That is what has always been assumed in any proposals that I have seen as well.

If it is left turn only then traffic on one side of Knowles Lane will be forced onto Vernon Circle – in the case of Constitution Ave that means they would be forced across the Commonwealth Ave bridge.

regards

Andrew Nimmo
Director

lahznimmo
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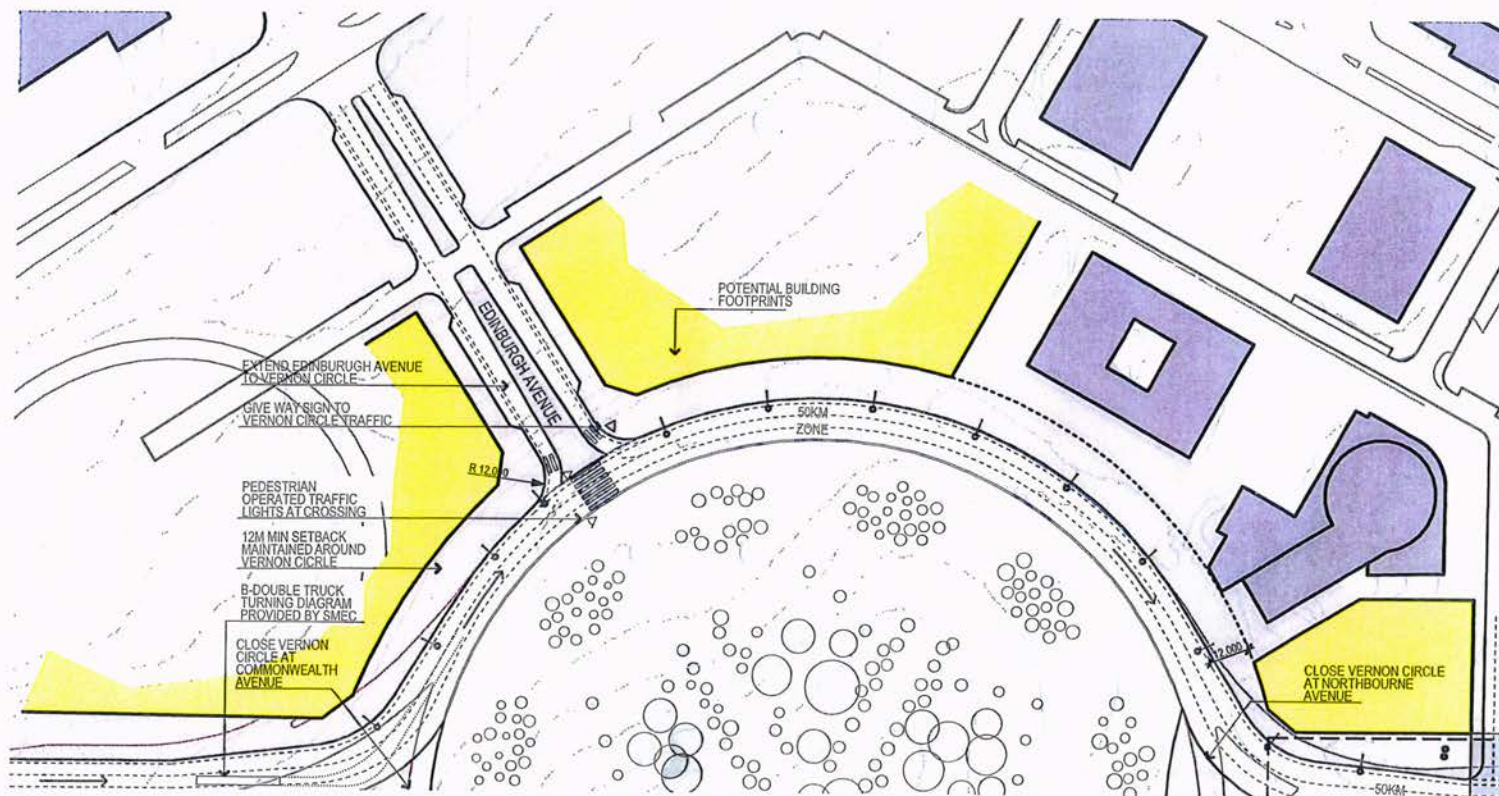


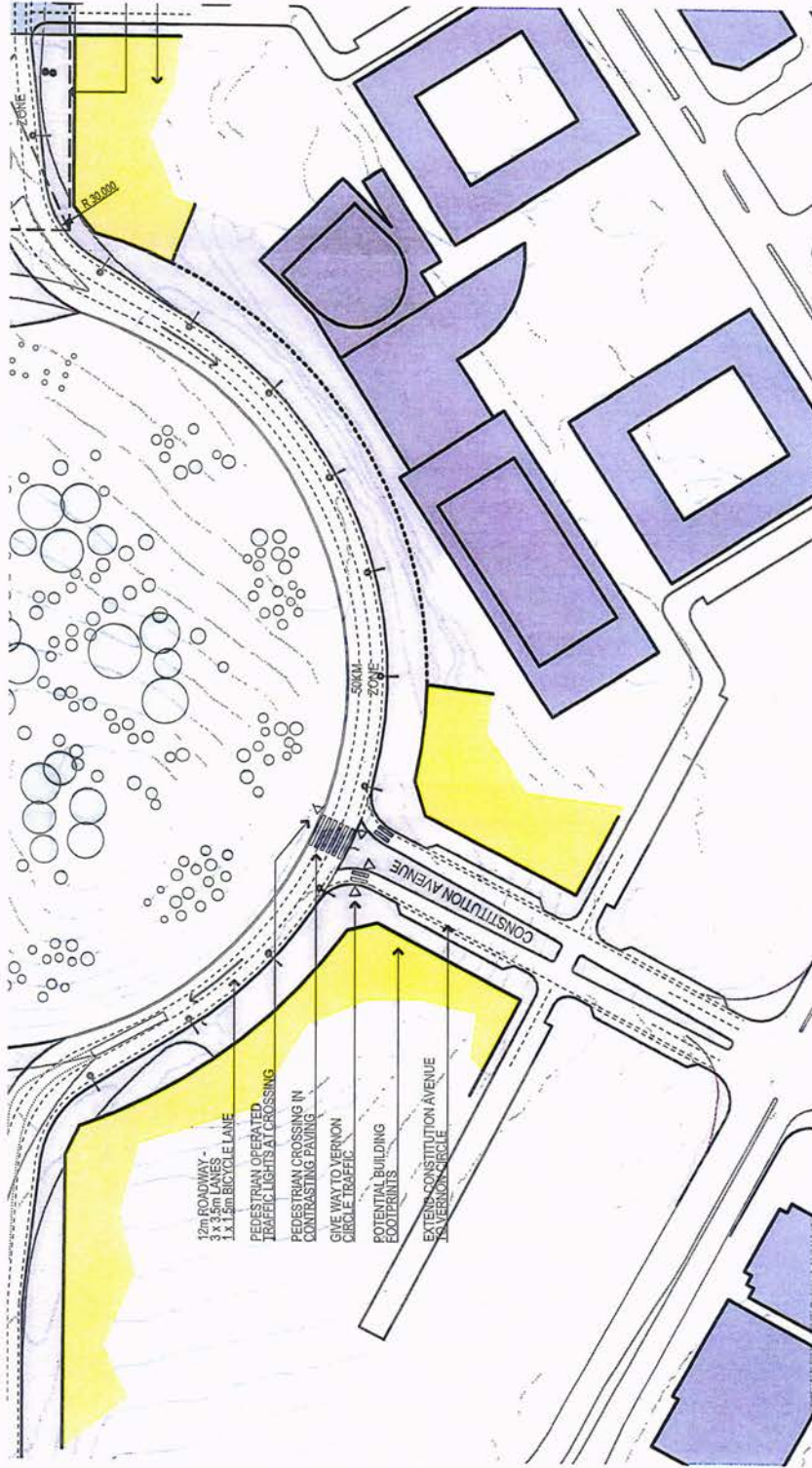
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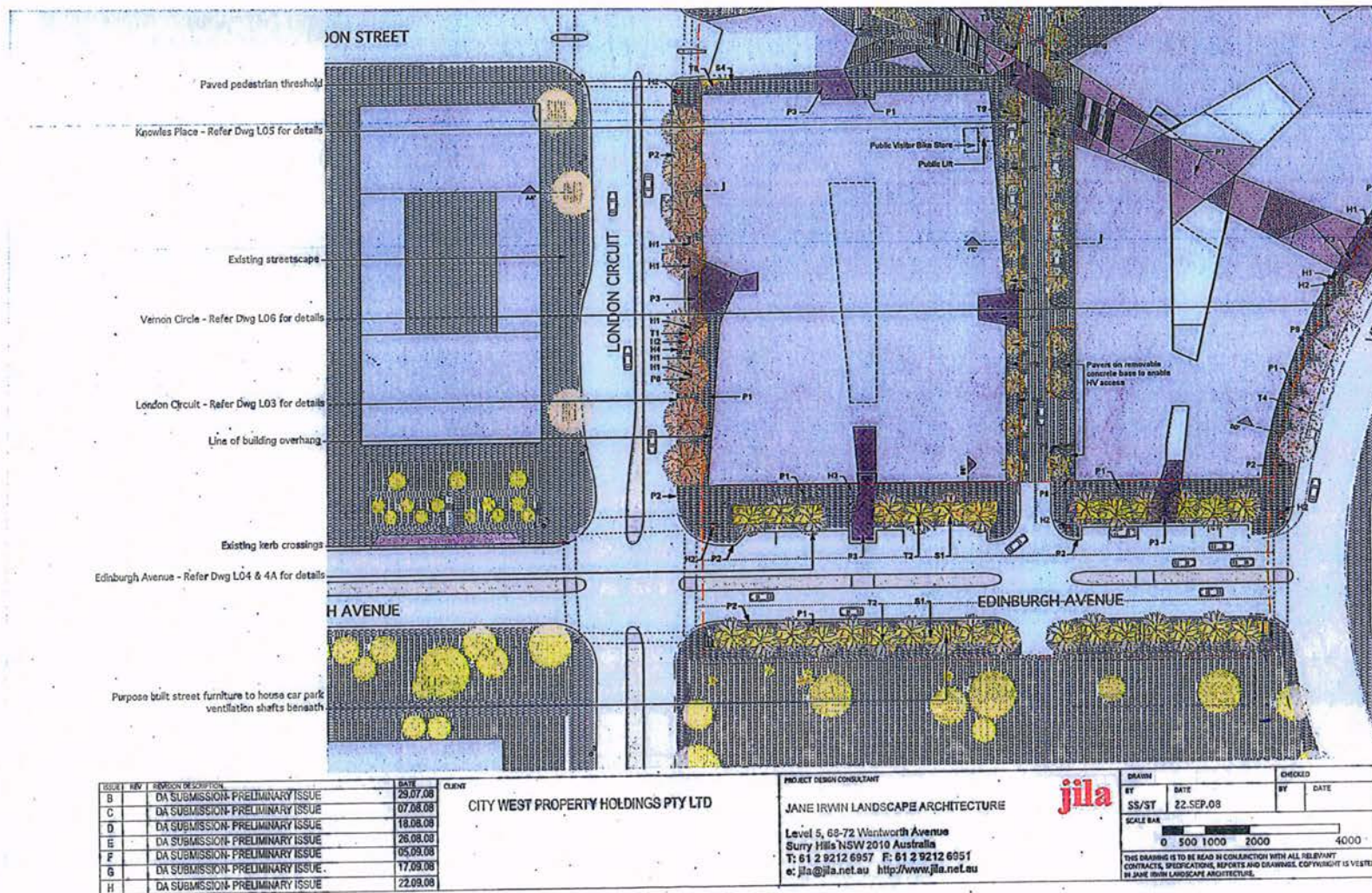


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4.1 CITY HILL AND NORTHBOURNE AVENUE PRECINCT TRAFFIC AND BUILT







Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 2 April 2012 1:37 PM
To: Baxter, Rod
Cc: Michael Spackman
Subject: City Hill - path system
Attachments: CONSTITUTION EDINBURGH PATH.pdf

Rod,

I have been having a look at a more direct path to link Constitution Avenue and Edinburgh Avenues. I am working on the assumption that the path is a maximum gradient of 1:33 – which means we can avoid landings, kerbs and handrails.

The Edinburgh Avenue side is easy as the levels are very gradual.

However on the Constitution Avenue side it is much steeper and you need to get over the existing retaining wall. We have always assumed a combination stairs and ramp at 1:20 at this location in order to deal with the levels. I also think that the path system should generally go around the clumps of Roman Cypress, not through them.

Therefore if the link is going to be as direct as possible it needs to either go on the inside of the Roman Cypress clumps or on the outside. The inside would be more direct – but would require getting up approximately 4.5 metres from the footpath level. So I have shown the path on the outside of the Roman Cypress clumps which means a rise of only 1.8 metres, then a gradual fall to Edinburgh Avenue.

What do you think?

regards

Andrew Nimmo
Director

lahznimmo
architects
ABN 33 075 924 097

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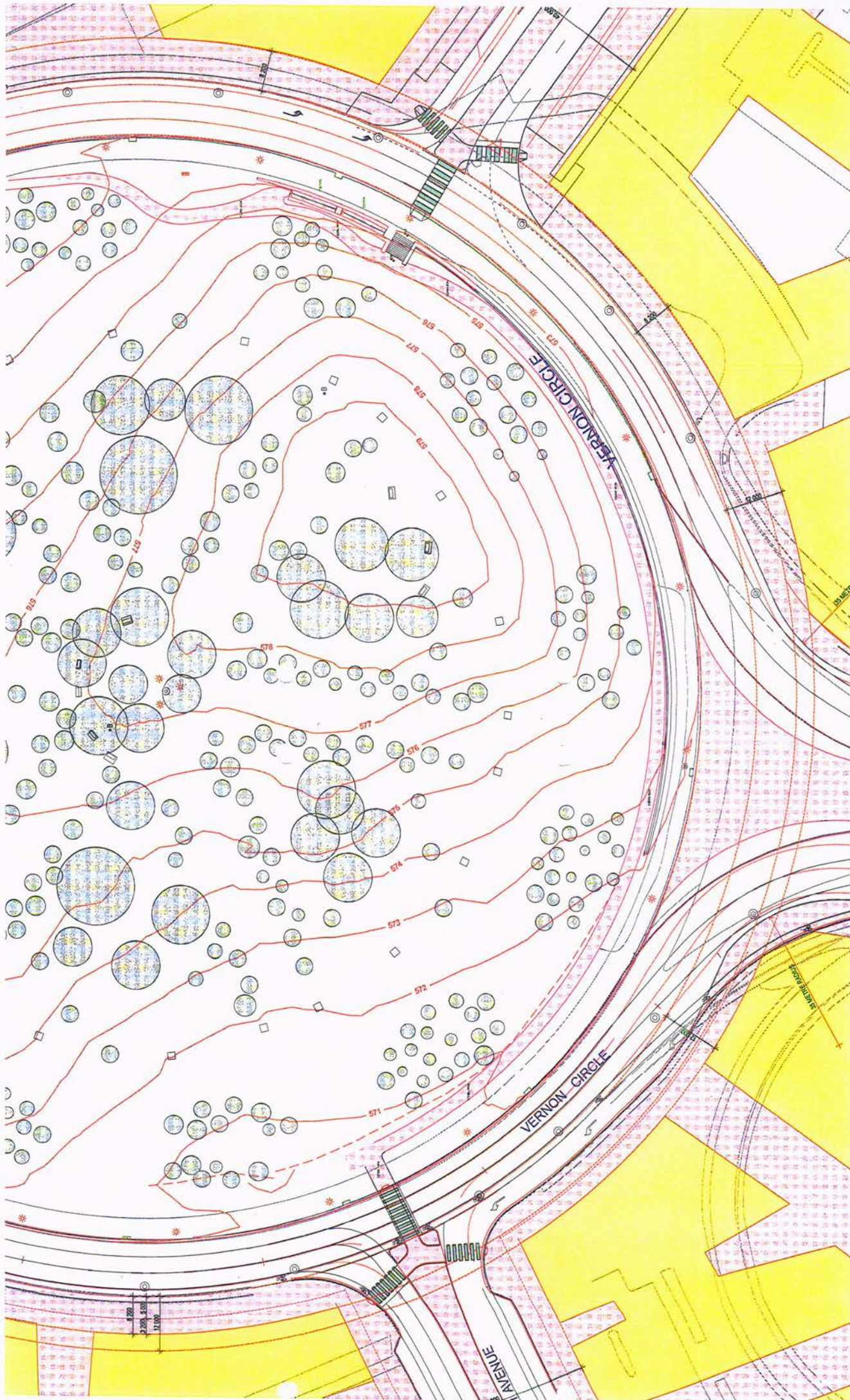
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MEMBER



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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 2 April 2012 10:31 AM
To: Baxter, Rod
Cc: Michael Spackman
Subject: City Hill
Attachments: (00).2 Combined Plan - AN 1_500.PDF; (00).1 Combined Plan - AN 1_1000.PDF; VERNON CIRCLE SECTION.pdf

Rod,

Attached is a first pass of trying to clarify a consistent approach to the built line around Vernon Circle.

In looking at this there are a number of starting assumptions that I have worked with:

- I still have not been able to get copies of the approved Section 63 plans that definitively show dimensions from building to property boundary or existing kerb – so I have had to interpolate based on the information that I have.
- Section 63: The building setback at ground from the existing kerb line to the built line as approved is 8,200mm.
- Section 63: the setback from the existing kerb to the property boundary is 5,000mm
- Section 63: the colonnade overhang is 3,200mm or on the property boundary
- Regarding the tightened approach at the intersection of Commonwealth Avenue and Vernon Circle the inside radius is 35M – which is tighter than what Cardno have currently drawn.
- The Constitution and Edinburgh Avenue extensions have a 40M building to building line as noted on Page 14 of Amendment 59.
- The building setbacks to Constitution Avenue are 12,000mm to the kerb line.
- The Vernon Circle setback as documented in Amendment 59 is 12,000mm from kerb to building line, and there is no allowance for a colonnade overhang – so this is clearly in contradiction with what has been approved for Section 63.
- The existing outside kerb line to Vernon Circle appears to be a perfect circle of nominal radius 126.5M

If you use the existing outside kerb of Vernon Circle as the starting point, I am proposing two standard setbacks:

- 8,200mm at ground for Section 63 as approved, and the two sites either side of the Constitution Avenue extension.
- 12,000mm to all other parts including:
 - o the two sites either side of Northbourne Avenue
 - o the two sites either side of Commonwealth Avenue
 - o the site on the south side of Edinburgh Avenue to accommodate the slip lane.

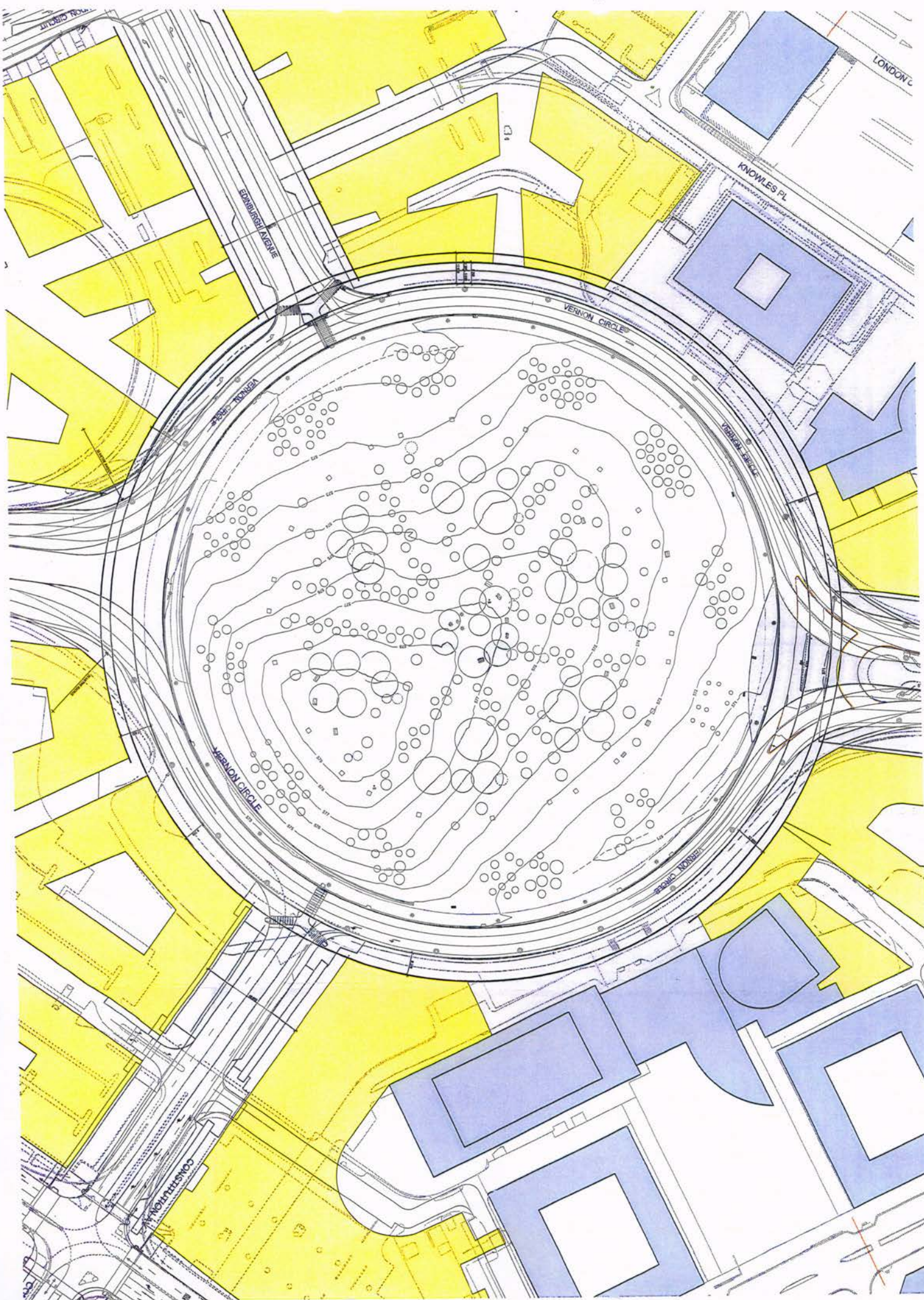
This approach maintains the sense of a circular enclosure of City Hill as envisaged in Amendment 59 as well as a consistent logic to the building setbacks. However it does rely on Cardno being able to make the Commonwealth Avenue and Vernon Circle intersection much tighter.

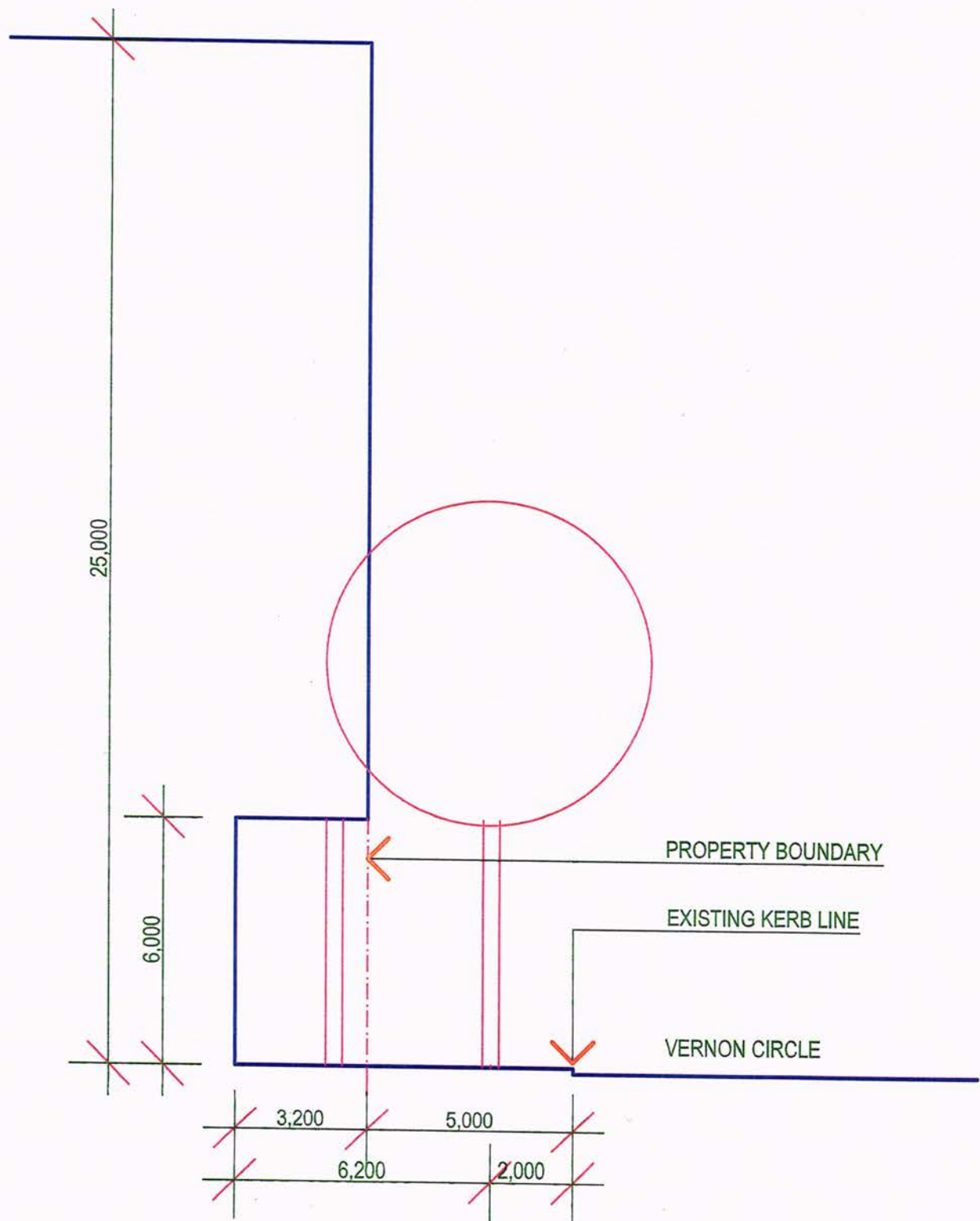
I think that it is important that I get a look at the approved plans for Section 63 so that I can confirm once and for all where the boundary line is and what the approved built line is. I have also attached a section through Vernon Circle which I believe reflects what has been approved.

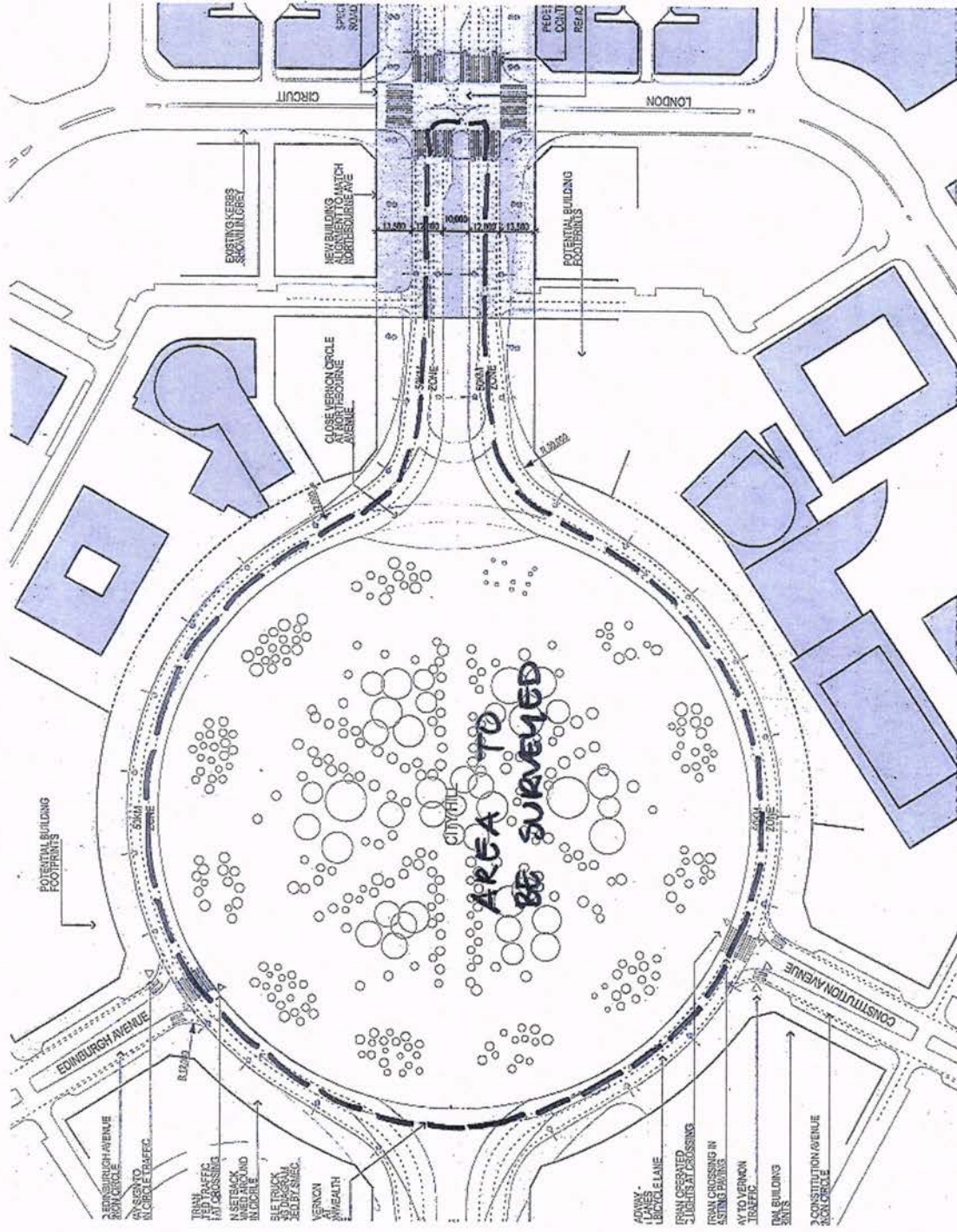
I will ring to chat through some of this,

regards

Andrew Nimmo







Baxter, Rod

From: Michael Spackman [ms@sm2group.com.au]
Sent: Tuesday, 20 March 2012 1:22 PM
To: Baxter, Rod
Subject: Re: City Hill Additional Works
Attachments: 2012_SMM Email_foot.pdf

Rod
Thanks for that.
Regards

Michael Spackman FAILA

On 20/03/2012, at 1:15 PM, Baxter, Rod wrote:

Thanks Andrew and Michael.

Please proceed with the additional work to the value of \$42,420 + GST as a variation to your existing City Hill engagement.

I look forward to finalising the Master Plan by the end of April 2012.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M:

490 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

From: Andrew Nimmo [<mailto:a.nimmo@lahznimmo.com>]
Sent: Friday, 16 March 2012 4:37 PM
To: Baxter, Rod
Cc: Michael Spackman
Subject: City Hill Additional Works

Rod,

I have added another \$1800 to cover the additional work involved in incorporating the works to London Circuit as discussed. I have also include a description of the additional scope in the Fee Proposal – which I have amended and attached.

Let me know if this is OK – and we will get started,

cheers

Andrew Nimmo

Director

<image001.jpg>

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<image002.jpg>



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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 19 March 2012 10:22 AM
To: Eric Martin (eric@emaa.com.au)
Cc: Baxter, Rod
Subject: City Hill Master Plan

Morning Eric,

You mentioned that you might be able to forward copies of the approved City West Developments Proposal for Section 63 with regard to setbacks and articulations to Vernon Circle – is that still possible?

I tried finding a copy on the net but had no luck.

regards

Andrew Nimmo
Director

lahznimmo
architects

ABN 33 075 924 097

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MEMBER

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 20 February 2012 7:45 PM
To: Baxter, Rod
Subject: Re: EDINBURGH AVENUE EXTENSION - NCA MEETING FRIDAY 17 FEB 12

Hi Rod

I am on leave at the moment - I will be back in the office on Tuesday 28th February. Obviously we are happy to assist anyway that we can.

Regards

Andrew Nimmo
lahznimmo architects
Sent from my iPhone

On 20/02/2012, at 3:25 PM, "Baxter, Rod" <Rod.Baxter@act.gov.au> wrote:

Good afternoon all

Thanks to everyone for their efforts to resolve Edinburgh Avenue.

Friday's meeting with Gary Rake and Andrew Smith was important in developing a strategy to take the project to the next stage of public consultation and Works Approval consideration.

Matters discussed at the meeting that should be taken into account in submitting the project to NCA for public consultation are:

1. The merits of the preferred option in meeting all 11 design principles of NCP Appendix T7 were acknowledged by the NCA. The attachment refers.
2. The need to realign the Vernon Circle boundary of the land south of Edinburgh Avenue, to achieve a verge width suitable for light columns and street trees was agreed. The recomputed block boundary will be a pre-requisite for Works Approval, noting that the 3.5m left turn lane will cause the arc of street trees to be outside the existing road easement.
3. A coordinated urban design response needs to be demonstrated to four projects currently being considered around City Hill, namely:
 - a. Edinburgh Avenue;
 - b. Constitution Ave;
 - c. Northbourne Avenue; and
 - d. Landscape development of City Hill.
4. It was agreed that Lahz Nimmo's master plan should accurately reflect the engineering design of Edinburgh, Constitution and Northbourne Avenues and be a companion document to respective Works Approval applications.

5. An holistic overview, demonstrating a coordinated implementation strategy, was seen as having a number of benefits in addressing stakeholder concerns about incremental and uncoordinated proposals.
6. The setback for the block south of Constitution Ave may need to reflect the building line being set by Edinburgh Ave design. There is no traffic justification for a fourth lane at Constitution Ave to mirror Edinburgh Ave. My thoughts are that we would be better mirroring the building line and instead of bitumen, maybe working with a double row of trees in the resultant widened verge and perhaps through the paving pattern. A fourth lane for the sake of symmetry seems unpalatable to me. The symmetry of the urban design solution will be coordinated with the Constitution Ave project over the next three to four weeks and further discussions arranged with NCA.
7. There is sufficient basis for defining a package of work that can be included in the Deed of Variation with City West Property Holdings and this will be worked through as a matter of urgency with Ron Brooker, the Deed Manager.

Happy to discuss.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M:

490 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 23 January 2012 5:35 PM
To: Baxter, Rod
Cc: Michael Spackman
Subject: City Hill and Northbourne Ave - Site Survey
Attachments: Survey scope.pdf

Hi Rod,

Further to last week's meeting, I believe that we need a site survey of City Hill and part of the Northbourne Avenue median as indicated on the attached plan. The information requested is as follows:

- Contours at 250mm intervals;
- Spot levels at critical points or points of interest;
- Height and edge of canopy of trees;
- Spot level at base of trees;
- All services, above ground and below noted;
- Invert levels to stormwater pits;
- Paths, slabs, fixed furniture, flag pole, lights and the like;
- Top and bottom of inside kerb to Vernon Circle and Northbourne Ave median.

Survey in dwg and pdf.

Regards

Andrew Nimmo
 Director

lahznimmo
architects

ABN 33 075 924 097

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 Newtown NSW 2042 Australia

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000106

Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Friday, 11 November 2011 1:09 PM
To: Baxter, Rod
Subject: RE: City Hill
Attachments: Invoice 11-04-04.pdf

Rod,

Invoice attached – I will chase up the QS re the costing and get back to you,

regards

Andrew Nimmo
 Director

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Please consider the environment before printing this e-mail

From: Baxter, Rod [mailto:Rod.Baxter@act.gov.au]
Sent: Friday, 11 November 2011 11:38 AM
To: Andrew Nimmo
Subject: RE: City Hill

Hi Andrew and congratulations on your success with Bowen Place.

Bill all hours against the current order and identify the variation amount.

How are you going with costings?

Cheers

Rod

From: Andrew Nimmo [mailto:a.nimmo@lahznimmo.com]
Sent: Friday, 11 November 2011 11:31 AM
To: Baxter, Rod
Subject: City Hill

Rod,

Just going through my time sheets and such and there are a few things that I have not billed on yet which fall outside of the City Hill Masterplan scope:

- City Walk Urban Principles
 - o 4th August - City Walk Workshop in Canberra plus detailed precinct inspection and review – 8 hours + airfare
 - o Review previous reports, Meet with Natalya Boujenko 29th August, Prepare return brief – 7 hours
- City Hill advice and review with regard to Edinburgh Ave/Vernon Circle intersection – 4 hours.

How should I bill this – should it all be against the City Hill Master Plan project and noted as a variation?

Also – did you see that we won the Bowen Place underpass competition – so I am going to be spending more time on Canberra over the next 18 months.

Regards

Andrew Nimmo
Director

lahznimmo
architects

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Thursday, 29 September 2011 1:46 PM
To: Baxter, Rod
Subject: Edinburgh Ave intersection
Attachments: Edinburgh Ave.pdf; Aerial commonwealth.pdf

Rod,

Early on we had suggested that the outside lane of Vernon Circle between Commonwealth Ave and Edinburgh Ave be a left turn only lane, by extending the Edinburgh Ave median out. This also means that the left turn from Edinburgh Ave into Vernon Circle would be protected. We had dropped it because SMEC were concerned about the effect of narrowing Vernon circle to two through lanes – however given your current problems with the slip lane this maybe is worth considering again – see attached. It is interesting to note that the outside lane from Commonwealth Ave south is temporarily removed and the sky has not fallen in – see attached.

It also has some other benefits – the Vernon Circle pedestrian crossing is shorter - only two lanes rather than three, so the lights could be phased to be shorter. Also less trees on the Vernon Circle perimeter would need to be removed.

I also think that the left turn from Edinburgh should only be a single lane – which would be safer if they are turning whilst the Vernon Ave traffic is moving.

What do you think?

regards

Andrew Nimmo
Director

lahznimmo
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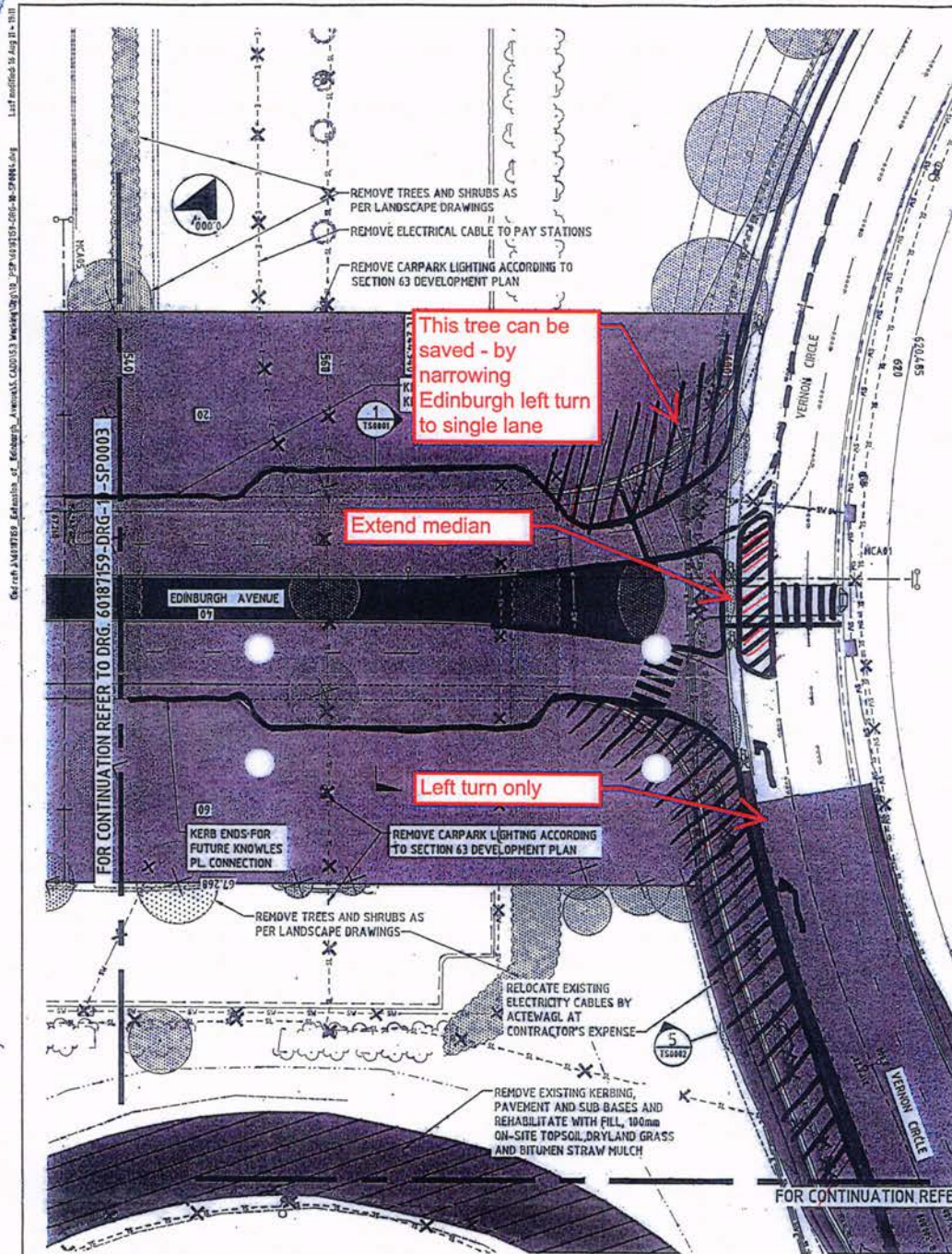
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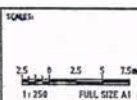
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REVISIONS		SCALE	
No.	BY DATE	DESCRIPTION	WVR APPD
1	JD 16.08.11	REVISED PRELIMINARY SKETCH PLAN ISSUE	002 RAW
2	JD 16.08.11	PRELIMINARY SKETCH PLAN ISSUE	001 RAW



THE DRAWING OF THIS TITLE BLOCK DRAWINGS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE ACCREDITATION REQUIREMENTS OF ISO 9001:2008

DESIGNED	AJ	CHECKED	RAW
DRAWN	JD	CHECKED	RAW
APPROVED	RAW	DATE	

CLD05

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000104

Captured on: Friday, 2 September 2011



Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Monday, 12 September 2011 1:33 PM
To: Baxter, Rod
Cc: Collins, Jen; Michael Spackman
Subject: RE: Northbourne Ave median

Rod,

We are happy to assist with design and documentation for this. Let me know how you would like to proceed,

regards

Andrew Nimmo
Director

lahznimmo
architects

ABN 33 075 924 097

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From: Baxter, Rod [<mailto:Rod.Baxter@act.gov.au>]
Sent: Thursday, 1 September 2011 6:10 PM
To: Andrew Nimmo
Cc: Collins, Jen
Subject: FW: Northbourne Ave median

Hi Andrew.

Ignore Jen's references to Tract. Do you have time to prepare a good quality 'temporary' solution to siting the granite sculpture as suggested in the attachment?

It would be an opportunity to create a small area of the finishes that would be used in the grand scheme. Total construction budget would be limited to about \$250,000.

Can you talk to Michael and let me know how you are placed to pull some documentation together over the next 6 weeks? I'll shop around for a local superintendent.

Regards

Rod Baxter | Senior Manager | Economic Development Directorate
T: 02 6205 2663 | F: 02 6207 0123 | M:

490 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

From: Collins, Jen
Sent: Thursday, 1 September 2011 12:34 PM
To: Baxter, Rod
Subject: Northbourne Ave median

Hi Rod,

Just want to touch base on Northbourne Ave median – before you went on leave we were trying to arrange a meeting with yourself and Tract to work out how the rollout of this would go, with relation to the approach you agreed to (attached).

The revised design is attached. We are requesting the removal of the stone step element and think it may be better to have the gravel fixed rather than loose. I've been wanting to get in touch with you to get this moving forward, but preferred to resolve these two issues with Axle at Sculpture International first – however I can't get a hold of him, and think we should press on.

The artwork is in storage in Queanbeyan, and we're keen to get it installed soon. Picking up where we left off, the next thing would be for us to meet with you and Tract, and get Tract working on design documentation for Design Acceptance and construction. We will also have to get Works Approval.

Cheers,
Jen.

Jen Collins
Project Officer, Public Art

artsACT | Community Services Directorate | ACT Government
GPO Box 158, Canberra ACT 2601

02 6205 7150
jen.collins@act.gov.au
www.arts.act.gov.au

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Wednesday, 10 August 2011 5:03 PM
To: Baxter, Rod
Subject: FW: City Hill
Attachments: L120S City Hill Lighting Masterplan 2011-8-9.pdf

Rod,

Attached is Peter McLean's Lighting Report that I will include as an attached Appendix to our Master Plan Report.

Still waiting on Peter Freeman's draft final SoHI - it should be ready any day now,

regards

Andrew Nimmo
Lector

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-----Original Message-----

From: Peter McLean [<mailto:peter@lightingartandscience.com.au>]
Sent: Tuesday, 9 August 2011 10:48 AM
To: Andrew Nimmo
Subject: City Hill

Andrew,

Sorry for the delay in getting this to you.
I have attached a draft of the report.

Please feel free to comment.

Do you want it as a word document or on our letterhead as a pdf?

Regards,

Peter McLean
Lighting, Art + Science Pty Ltd
peter@lightingartandscience.com.au

PH 61 2 91441164

FX 61 2 9440 1236

Mob -----

Lighting Masterplan Northbourne Avenue and City Hill Precinct

BACKGROUND

The Canberra Central Lighting Masterplan was written in 2007 and relates to the general lighting requirements of this area. This masterplan specifically relates to the special requirements of the City Hill and Northbourne Avenue Precinct.

The varying nature and usage of spaces mean that the function of the lighting and the relevant importance of various aspects of the lighting will change from location to location. The relative importance can also change at different times of the day or the week.

In general the function of external lighting is:

- to provide a safe environment for people to move through the space,
- to provide a comfortable environment for people to interact with each other
- to create a night image that highlights the significance of the space from within the area and from distant vistas.

In addition if a space is to continue to fulfil the initial functions then there should also be consideration of the energy usage and maintenance requirements of the lighting.

There will often be some conflict between these functions as the improvement of one can be at the detriment of another.

From a lighting aspect these precincts have three areas:

- City Hill Precinct - the iconic park and
- Northbourne Avenue Precinct - a functional pedestrian and traffic area,
- The transition space between London Circuit and Vernon Circle.

At night the spaces are very different and have different lighting needs.

City Hill Precinct

This area is the hill including Vernon Circle.

City Hill's role at night is principally iconic. The flagpole indicates one corner of the Parliamentary Triangle and the hill also acts as the visual destination and backdrop for people travelling south along Northbourne Avenue.

At the moment this is achieved by day, but by night the hill appears as a black hole. This is due to ineffective lighting on the hill and a relatively high level of light at the southern end of Northbourne Avenue.

To have a visual presence at night it is important to light vertical surfaces. Light on horizontal surfaces is useful for safe movement but it is not seen from a distance. To create a visual presence from a distance it is important to light the vertical surfaces. They must also have a relative brightness that is equal to or greater than the foreground or the impact will be lost.

The eye and brain tend to focus on the brightest area of the field of view. For example; if the front of a lattice is lit then you see the lattice and very little of what is through the lattice. In contrast if the lattice is unlit and the objects behind the lattice are lit then the eye and brain tend to ignore the lattice and see right through.

A similar effect applies when looking at distant and foreground night views.

At present the City Hill is unlit except for light on the flagpole and some lighting of the horizontal plan around the base of the flagpole. The strings of budlights running between the poles at the northern end of Northbourne Avenue add competing light in the vertical plane and attract attention away from the hill. While the budlights create an interesting space in the Northbourne Avenue Precinct, they do it at the expense of the overall area. The problem however is more to do with the inadequate lighting of the hill than the presence of the budlights.

The critical lighting for the hill is the flagpole and the grass strip leading up from the end of Northbourne Avenue. This is critical from the aspect of providing visual completion to Northbourne Avenue at night.

The southern side of the hill is less important as it is shielded by the fence. Lighting of the other four axes should be avoided as some of the ground planes are convex and the view of the upper section tends to be shaded by the lower part, but also lighting these axes will highlight the misalignment of the axis to the flagpole.

The lighting of City Hill is predominately about distant views and the safety and security and visual comfort in the space, while still of relevance, are of lesser importance in this situation.

Northbourne Avenue Precinct

Northbourne Avenue is a combination of a pedestrian area and a major traffic route.

North of Bunda Street, Northbourne Avenue is a divided road that is separated by a wide treed median and separated from the surrounding buildings by street trees on the sides of the road. The lighting reinforces this with strong linear rows of lights on both sides of the carriageway. This road is predominately a major traffic route and the interaction of pedestrians is minor.

Between Alinga Street and London Circuit the road comes together and the whole space takes on the function of a plaza or town square surrounded by the grand Melbourne and Sydney buildings. The space still has a major road running through it.

The lighting needs to reflect this transition in character and function and move from linear rows that emphasise the road to lighting that opens up the entire space.

The Transition Space – London Circuit to Vernon Circle

The transition space joins the plaza like area north of London Circuit with the City Hill and Vernon Circle

The Canberra Central Lighting Masterplan recommends the lighting Categories and parameters for the lighting of the roads and public spaces within this area.

The lighting categories refer to the recommendations of AS/NZS1158.1: *Lighting for roads and public spaces Part 1.1: Vehicular traffic (Category V) lighting* and AS/NZS1158.3: *Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting*.

The difference between the various categories is based on the nature and level of usage of the space at night and the risk of crime.

The recommended categories of lighting were determined before the new urban concept for the Northbourne Avenue and City Hill Precincts were developed. As a result the lighting categories do not necessarily reflect the proposed usage in all areas.

The current categories of lighting recommended in the Canberra Central Lighting Masterplan are as follows:

V1 Category. Northbourne Avenue and Vernon Circle.

P2 Category. Northbourne Avenue south of London Circuit and Vernon Circle.

P7 Category. Northbourne Avenue between London Circuit and Alinga Street.

P1 Category. Northbourne Avenue between Alinga Street and Barry Drive.

Safety and Security

With respect to the risk of crime, lighting alone does not make a space safe, it can only assist.

There are two distinct types of safety that relate to the provision of adequate lighting. Safe movement is the lighting that is needed to provide good visibility so that people can identify changes in level and trip hazards.

Personal security lighting is lighting that gives people a feeling of safety by giving them to see the space and the area surrounding the space sufficiently to enable them to make a personal decision as to whether the space is safe to enter. This is generally a perception and does not directly relate to the risk of crime. The other function of the lighting however; is to act as a deterrent to crime. If the lighting appears to increase the likelihood of a criminal act being observed then the risk to the offender is increased and the potential crime may be relocated to a safer environment for the offender. The presence of other people in the space is usually the best deterrent.

Lighting can have a negative safety effect. If the lighting of the space creates a visual attraction, but the space lacks natural surveillance, then the lighting can lure people into an unsafe environment.

At night people should be encouraged to use common thoroughfares as it will increase the traffic and increase security. This can be achieved by concentrating the lighting in these areas. The light technical parameters should be based on recommendations of AS/NZS1158.3.1 Lighting for roads and public spaces Part 3.1 Pedestrian (Category P) lighting. This recommends different categories of lighting based on the 'level of night activity', the 'risk of crime' and the 'need to enhance the prestige' of the area.

This is a minimum standard and although the lighting levels recommended are adequate it does not address some of the quality aspects of lighting that are essential in making an external area a success.

- In addition to achieving the lighting levels it is important that the lights have good glare control and emit no light in the horizontal plane. This will reduce the glare and therefore increase general visibility and the distant vision. It will also reduce the light pollution and energy wastage. Reduction in glare is generally of greater benefit than increasing illumination levels.
- The light source needs to be a warm white light source with very good colour rendering. This will create a comfortable environment that people will like being in. It also makes the space more vibrant and visually interesting.

MASTERPLAN

City Hill Precinct

The night pedestrian traffic should, where possible be restricted to the outside of Vernon Circle. This has several advantages. The people will be walking in the area that has the most lighting and the highest level of natural surveillance. If people are to walk across the path at night, it will be difficult to provide adequate surveillance and as the natural travel paths are not symmetrical with respect to the hill the lighting of the paths will create strong lines of light that were unrelated to the overall view of the park.

Vernon Circle should be lit as a V1 category road from the outside of the Circle. The pedestrian path should be lit to P2 category. These levels comply with the Canberra Central Lighting Masterplan. This will reduce the clutter of poles when viewing the hill from the road and provide the majority of the lighting on the pedestrian path as a by-product of the streetlighting. It is unlikely, but if supplementary lighting for the path is required this could be achieved by lights on the back of the poles or with intermediate posttop lights.

The flagpole should be relit with three narrow beam spotlights mounted on poles. The poles should be relocated to the edge of the tree line to improve the angle of incidence of the lighting and to remove the poles from the field of view when looking up the axis to the flagpole. The emphasis of the lights should be the flag rather than the flagpole. The poles should also have forward throw full cutoff fittings, with horizontal glass, to light the area under the flagpole.

On the axis leading from Northbourne Avenue poles with forward throw, full cutoff floodlights, with horizontal glass, should be mounted between the trees and set back from the tree line. The light should light the strip of grass from the base of the flagpole to Vernon Circle at the end of Northbourne Avenue. The grasses area between Vernon Circle and the edge of the trees will be lit with a series of narrow beam floodlights mounted on a pole on either side of the strip.

The strip of grass should be lit to an average illuminance of 20lux with a uniformity of 5 (max.avg).

Northbourne Precinct

Starting at the northern end of Northbourne Avenue from Barry Drive right through to Vernon Circle, the roadway lighting is V1 Category. To achieve these lighting levels, the

roadway is lit from symmetrically placed poles opposite each other along the axis of each carriageway. The pedestrian Category changes from P1 between Barry Drive and Alinga Street, P7 from Alinga Street to London Circuit and down to P2 for the stretch to Vernon Circle. To achieve the required levels the pathways are lit with back to back mounted Elipt pedestrian light fittings mounted on 4.5metre poles.

The pedestrian component along the Melbourne and Sydney buildings is lit with back to back mounted Elipt pedestrian light fittings mounted on 4.5metre poles. This format is in keeping with the lighting scheme employed along Alinga Street.

Transition between Northbourne Precinct and City Hill Precinct

Northbourne Avenue changes its character again as it starts to become a road that takes the traffic around the hill. The lighting categories specified in the Canberra Central Lighting Masterplan for this area are V1 and P2.

The streetlighting should be confined to the outside of the road to encourage the pedestrians to follow that route and to remove the visual obstruction on lighting poles in the view of the hill.

The median should be converted to a light sculpture to give it some impact at night. The proposal is for a garden of LED lights on stems. The lights could be multicoloured or variable in colour to give the impression of a garden of annuals.

The lights should be relatively low in height so that they do not detract from the view of the flagpole and hill.

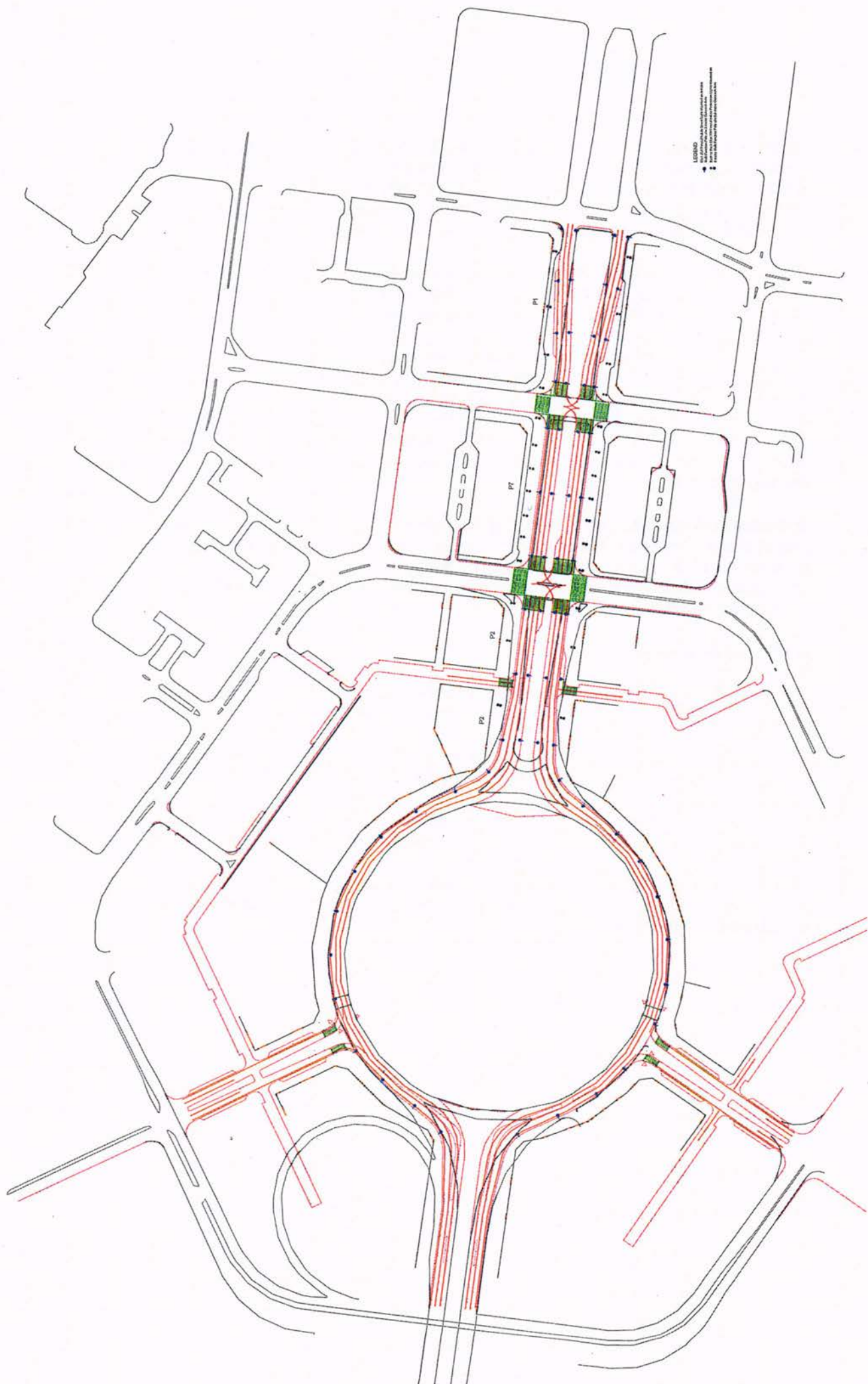
Lighting Equipment

The streetlighting should utilise the standard suite of multifunction poles and luminaires included in the Canberra Central Lighting Masterplan.

The streetlight fittings should be the Sylvania Elipt 250Watt metal halide fitting and any post top fitting should be the Sylvania Elipt 70Watt metal halide smaller version.

All fittings are to use metal halide lamps with ceramic arc lamp technology, a correlated colour temperature of 3000K and a colour rendering index of >80.

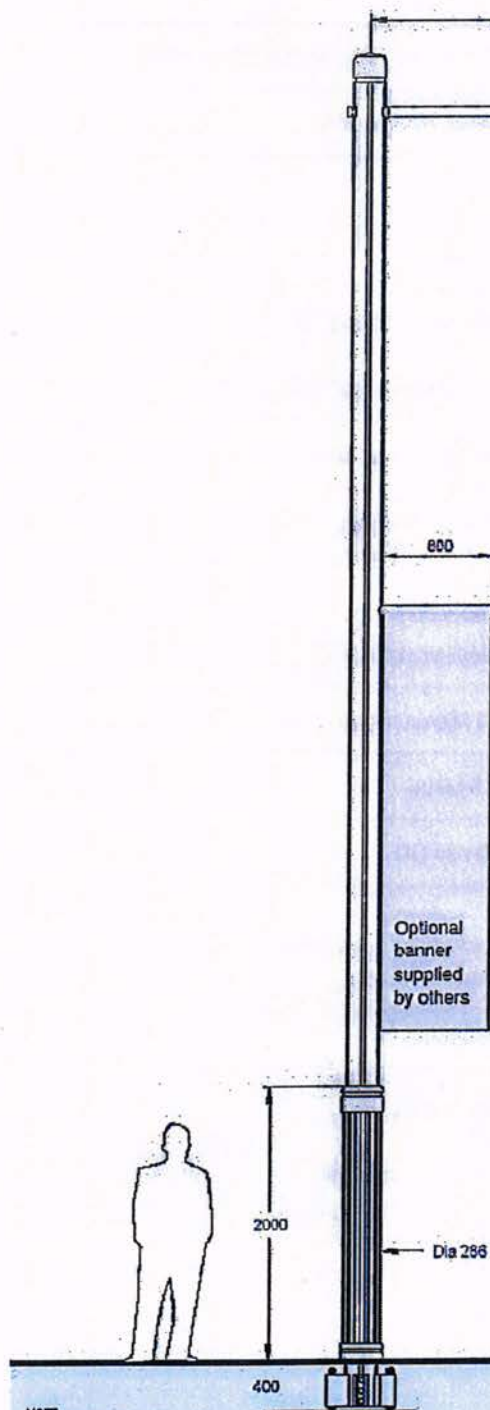
The multi-function pole is 9 metres for the roadway lighting with a standard 3metre outreach arm and the pathway lighting is mounted on a 6metre multi-function pole with 0.6metre outreach arms.



NUMBER
5.4

TITLE
Lighting Hardware Road Luminaire

LO1/a July 2007



Location: V2,V3 Applications

Issue: Q Date: 23 May 2007

Pole

Height 9 Metre

Material Aluminium 6005A T5

Finish 20 Micron natural satin anodize

Shape Multipole refer detail D2 - Dia 232

Base Impact absorbing frangible

Arm

Material Aluminium 6063 T6

Finish 20 Micron natural satin anodize

Length 3.0 Metre

Diameter 80 mm OD

NOTE

All poles manufactured in accordance with relevant standard refer to specification in offer letter.

Pole footings to be engineered by others to suit environmental conditions.

NOTE
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Reference **TYPE B**



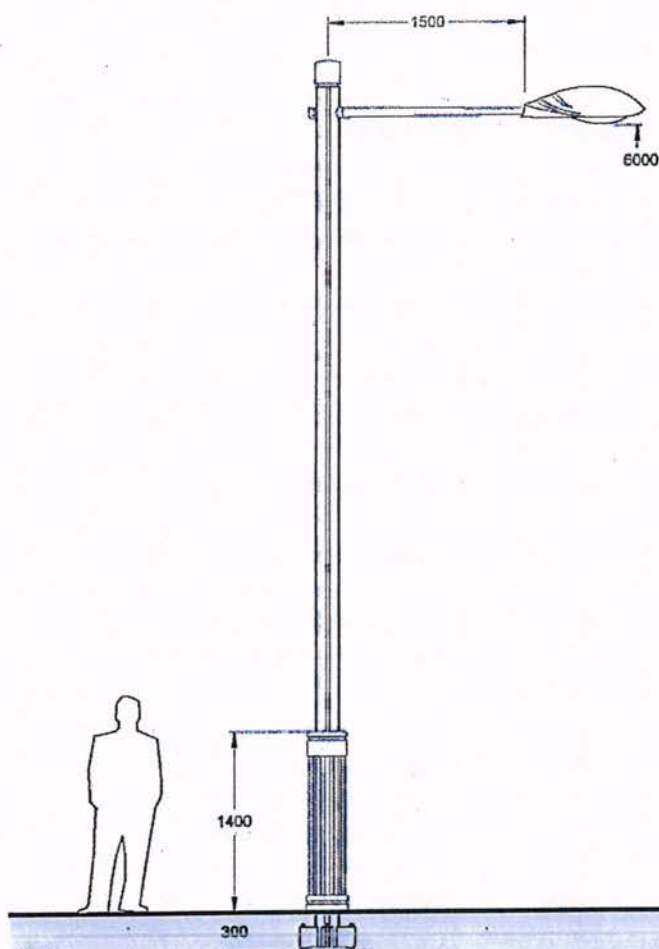
NUMBER

5.4

TITLE

Lighting Hardware Road Luminarie

LO4/a July 2007



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Location: Pedestrian adjacent carriageways

Issue: Q **Date:** 16 Mar 2007

Pole

Height 6 Metre

Material Aluminium 6005A T5

Finish 20 Micron natural satin anodize

Shape Multipole refer detail D2 - Dia 107

Base Impact absorbing frangible

Arm

Material Aluminium 6063 T6

Finish 20 Micron natural satin anodize

Length 1.5 Metre

Diameter 80 mm OD

NOTE

All poles manufactured in accordance with relevant standards refer to specification in offer letter.

Pole footings to be engineered by others to suit local environmental conditions.

Multipole™ Data Sheet

Canberra

ACT

Reference

TYPE D

000096

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From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Thursday, 21 July 2011 9:16 AM
To: Baxter, Rod
Subject: FW: File Sent: City Hill Master Plan Report ...

Rod,

Can you confirm that you have been able to download the file okay – hopefully it now includes all your markups,

regards

Andrew Nimmo
Director

lahznimmo
architects

ABN 33 075 924 097

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From: Andrew Nimmo [delivery@yousendit.com]
Sent: Wednesday, 20 July 2011 6:20 PM
To: Baxter, Rod
Subject: City Hill and Northbourne Avenue Master Plan

Rod,
Updated Master Plan as discussed,
regards
Andrew Nimmo

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Wednesday, 20 July 2011 10:02 AM
To: Baxter, Rod
Subject: RE: City Hill - Master Plan Report

Thanks Rod,

That's perfect

Andrew Nimmo
Director

lahznimmo
architects

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Newtown NSW 2042 Australia

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Sent: Wednesday, 20 July 2011 8:25 AM
To: Andrew Nimmo
Subject: RE: City Hill - Master Plan Report

Hi Andrew,

Is the attachment any use? I can't open an eps file but I think it is print quality and the same layout as the low res I provided earlier.

Cheers

Rod

From: Andrew Nimmo [mailto:a.nimmo@lahznimmo.com]
Sent: Tuesday, 19 July 2011 6:26 PM

To: Baxter, Rod
Subject: FW: City Hill - Master Plan Report

Rod,

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Director

lahznimmo
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Sent: Friday, 15 July 2011 4:44 PM
To: 'Baxter, Rod'
Subject: RE: City Hill - Master Plan Report

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regards

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Sent: Friday, 15 July 2011 4:14 PM

To: Andrew Nimmo

Subject: RE: City Hill - Master Plan Report

Hi Andrew

That arrived and printed off OK.

I will read it on the weekend and make some more substantial comments on Monday but in the meantime can you make a note to include out logo on the front page of the report?



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Cheers

Rod



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Sent: Friday, 15 July 2011 2:00 PM

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Subject: City Hill - Master Plan Report

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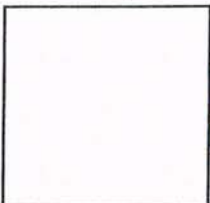
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Attachments: Report Cover.pdf

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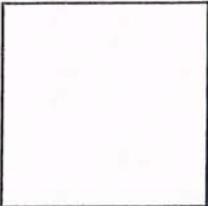
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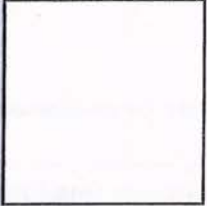
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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Thursday, 30 June 2011 4:55 PM
To: Baxter, Rod
Cc: Michael Spackman; Chris Houghton
Subject: City Hill Update
Attachments: 3002246.503 City Hill and Northbourne Avenue Precinct Master Plan Rev0.pdf

Rod,

Just thought I would send you though an update:

- SMEC's Draft Traffic Report attached – I have not yet reviewed it in detail.
- Peter Freeman is working on the SOHI Report – it should be finished in another two weeks.
- Peter McLean is also working on his Master Plan report and is completing a review of the proposals and analysis we have completed – he will have something to me by late next week.

Regarding the suggestion to extend the narrowing of Northbourne Avenue to Barry Drive/ Cooyong Street – what are your thoughts on this? I actually think it may have merit and it is certainly anticipated in the Griffin Legacy.

Once the above is resolved we can also wrap up the Master Plan Phase and issue a Final Report and proposal.

Also – keen to understand more on what might be happening with the Section 63 sites and whether parking under Northbourne Ave has any legs.

regards

Andrew Nimmo
Director

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Draft Final Report

City Hill and Northbourne Avenue Precinct Master Plan Intersection Analysis Report

16 June 2011

Ref. 3002246.503

Project Name:	City Hill and Northbourne Avenue Precinct Master Plan
Project Number:	3002246
Report for:	LahzNimmo and Spackman, Mossop + Michaels

PREPARATION, REVIEW AND AUTHORISATION

Revision #	Date	Prepared by	Reviewed by	Approved for Issue by
0	16/6/2011	Lindsay Jacobsen Nima Amini	Jerome Catbagan	Peter Cowper

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Intersection Analysis Report

For: LahzNimmo and Spackman, Mossop + Michaels

16 JUNE 2011

EXECUTIVE SUMMARY

This report details the traffic impacts of the treatments at the intersections of Northbourne Avenue with London Circuit, Alinga Street and Bunda/Rudd Streets proposed by LahzNimmo and Spackman, Mossop + Michaels as part of the City Hill and Northbourne Avenue Precinct Master Plan. The modifications are centred around the narrowing of the Northbourne Avenue median between these three intersections to enable widening of the paved pedestrian areas along Northbourne Avenue and improved pedestrian access to City Hill.

Intersection analysis was performed for the existing or *Do Nothing* scenario and the Master Plan *Proposed* scenario in both AM and PM peak periods for the 2016 and 2031 horizon years. This was performed using SIDRA Intersection 5.1, with the SMEC EMME strategic model of Canberra used to provide traffic growth information to be used with 2011 AM and PM peak period manual traffic counts that were obtained for the purposes of this project. All of TAMS's assumed road network improvements for the 2016 and 2031 horizon years have been included in the EMME model.

In all cases, the proposed configuration removes the central storage area between the carriageways of Northbourne Avenue. As a result it necessitates either the addition of diamond turns for the right turning movements from Northbourne Avenue or the removal of the right turns altogether. Left turning slip lanes have been removed where present.

An additional analysis was conducted to gauge the effect of allowing a continuous pedestrian movement across Northbourne Avenue, which allows a pedestrian to cross from one side of Northbourne Avenue to the other without having to wait in the median. This configuration was found to perform very poorly compared to running a staged pedestrian movement (in which each crossing is performed independently) as it severely limits the green time for Northbourne Avenue movements. Both halves of the staged crossing experience a green light at the same time once per cycle, so it is possible for a pedestrian to cross both within that phase if he/she can manage it. Additionally, the phasing could be adjusted during off-peak periods (i.e. when the Northbourne Avenue volumes are low enough not to be significantly affected) to allow a larger green time proportion for the pedestrian crossing so that more people can cross both carriageways in one phase. All results given below represent the staged pedestrian crossing configuration.

Performance has been reported for each of the intersections in terms of average control delay, which is the average delay experienced by vehicles using the intersection compared to free flow conditions. The average delay per vehicle is the performance measure used to determine the Level of Service (LoS) of signalised intersections, with ratings from A to F (A being the best rating and F signifying performance failure). There is a general improvement in performance overall, with a clear improvement for the intersection of Northbourne Avenue – Alinga Street. The other two intersections experience a mix of results as detailed below, however the improvement in performance at Northbourne Avenue – Bunda/Rudd Streets is significant as both 2016 AM and 2031 AM peak periods improve from LoS F to LoS E.

Intersection Analysis Results Summary

Intersection	Analysis Notes
Northbourne Avenue – London Circuit	The <i>Proposed</i> configuration removes the left turning slip lanes to and from Vernon Circle, adds right turn bays on Northbourne Avenue and an additional phase for these movements, which loses additional green time due to the extra amber and red phase compared to <i>Do Nothing</i>. In the AM peak period the <i>Proposed</i> option leads to a slight decrease in performance – no more than one Level of Service rating – and in neither case does the Level of Service become worse than LoS E. In the PM peak period the <i>Proposed</i> option leads to a slight increase in delay in the 2016 horizon year, but which does not lead to a change in the Level of Service, while there is essentially no difference in performance between <i>Do Nothing</i> and <i>Proposed</i> in the 2031 horizon year.
Northbourne Avenue – Alinga Street	The <i>Proposed</i> configuration removes the right turns from Northbourne Avenue, as the volumes of these movements were low. As a result there is no requirement for right turn bays in the Northbourne Avenue median or an additional phase for these movements. The short left turn bay on Northbourne Avenue northbound has also been removed. In all years and peak periods the <i>Proposed</i> option leads to an improvement in performance. The 2016 PM peak records an improvement from LoS C to LoS B, while the 2031 AM peak shows an improvement from LoS E to LoS C.
Northbourne Avenue – Bunda/Rudd Streets	As with the intersection of Northbourne Avenue – London Circuit, the left turning slip lane from Northbourne Avenue southbound has been removed, right turn bays have been added to the Northbourne Avenue median, and an additional phase has been added to allow these movements, leading to an additional loss of green time. Significantly, the <i>Proposed</i> configuration displays a clear improvement in performance in the AM peak period, improving from LoS F to LoS E in both 2016 and 2031. In the PM peak period the situation is reversed; the performance decreasing in the <i>Proposed</i> option from LoS C to LoS D in both 2016 and 2031.

SIDRA Intersection Modelling Results Summary

Intersection	Horizon Year	Peak Period	Scenario	Average Control Delay [seconds]	Level of Service
Northbourne Avenue – London Circuit	2016	AM	Do Nothing	43.1	D
			Proposed	74.3	E
		PM	Do Nothing	40.4	D
			Proposed	54.9	D
	2031	AM	Do Nothing	41.1	D
			Proposed	68.0	E
		PM	Do Nothing	55.2	D
			Proposed	54.2	D
Northbourne Avenue – Alinga Street	2016	AM	Do Nothing	19.4	B
			Proposed	14.5	B
		PM	Do Nothing	20.8	C
			Proposed	18.9	B
	2031	AM	Do Nothing	57.7	E
			Proposed	25.6	C
		PM	Do Nothing	32.8	C
			Proposed	24.0	C
Northbourne Avenue – Bunda/Rudd Street	2016	AM	Do Nothing	121.5	F
			Proposed	63.8	E
		PM	Do Nothing	26.1	C
			Proposed	46.9	D
	2031	AM	Do Nothing	89.7	F
			Proposed	58.6	E
		PM	Do Nothing	22.5	C
			Proposed	46.9	D

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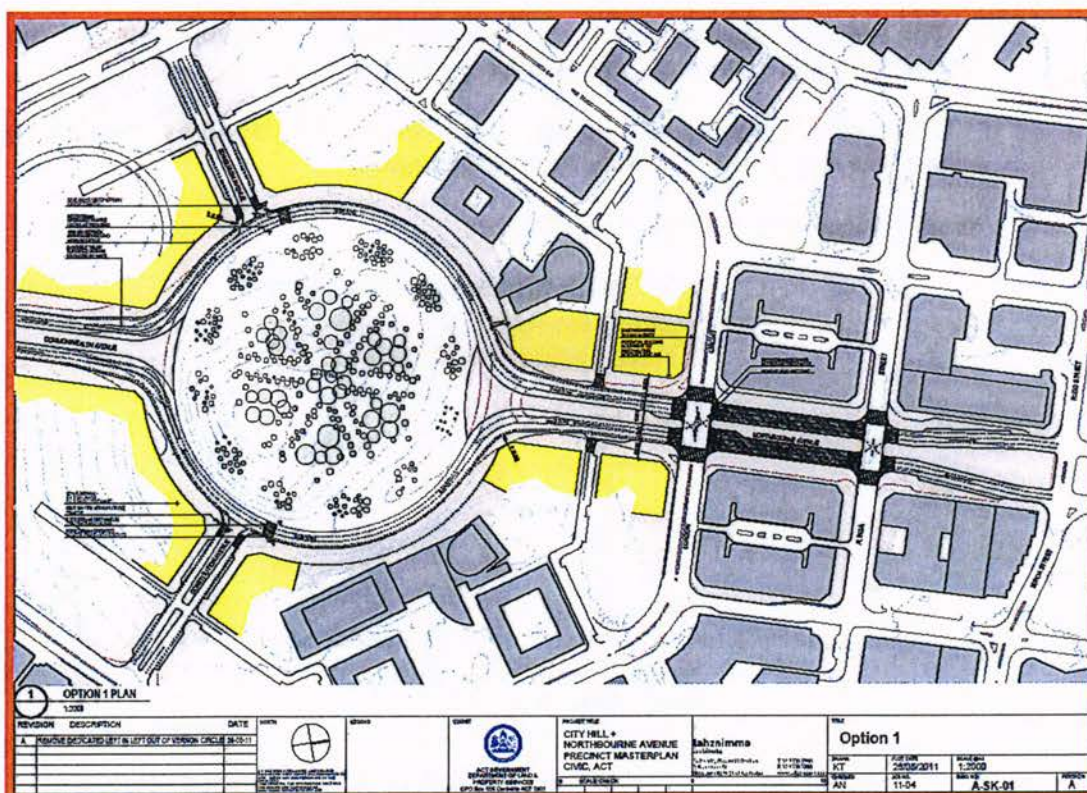
1 INTRODUCTION

This report discusses in detail the intersection analysis of the intersections of Northbourne Avenue with London Circuit, Alinga Street and Rudd/Bunda Streets to gauge the impacts of the proposed City Hill Master Plan, wherein major changes on Northbourne Avenue are also introduced. The analysis was conducted using SIDRA Intersection 5.1, according to the Department of Territory and Municipal Services (TAMS) guidelines for the use of SIDRA Intersection.

The intersections were each modelled for the AM and PM peak periods in 2011, 2016 and 2031 with the existing (i.e. Do Nothing) scenario compared to the scenario with proposed changes to the section of Northbourne Avenue from Bunda/Rudd Streets to City Hill, as shown in Figure 1. Additional analyses were undertaken to assess the effects of having a continuous, rather than staged, pedestrian crossing across Northbourne Avenue.

Performance has been reported for each of the intersections in terms of average control delay, which is the measure of average delay experienced by vehicles using the intersection compared to free flow conditions. From this delay the Level of Service is determined.

Modelling procedures are discussed in Section 2.1 while the intersection layouts and volume diagrams are included in Section 2.3 and 2.4 respectively. A summary of results is included in Sections 2.5 and 2.6. Complete movement summaries from SIDRA Intersection are attached in Appendix A.



Source: LahzNimmo and Spackman, Mossop + Michaels

Figure 1: Proposed City Hill and Northbourne Avenue Precinct Master Plan

2 INTERSECTION ANALYSIS

2.1 Level of Service

By the *Highway Capacity Manual (HCM) 2010* definition, the Level of Service of a signalised intersection movement is judged from the Control Delay D (which increases as LoS decreases) and the Volume/Capacity ratio V/C (which causes LoS F if it exceeds 1, i.e. demand exceeds supply). The descriptions included in HCM2010 for each of the LoS ratings are included below, while the thresholds for each LoS rating are given in Table 1.

- A. The Volume/Capacity ratio is low and either progression is exceptionally favourable or the cycle length is very short. If it is due to favourable progression, most vehicles arrive during the green indication and travel through the intersection without stopping/
- B. The Volume/Capacity ratio is low and either progression is highly favourable or the cycle length is short. More vehicles stop than with LoS A.
- C. Progression is favourable or the cycle length is moderate. Individual cycle failures (i.e. one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
- D. The Volume/Capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
- E. The Volume/Capacity ratio is high, progression is unfavourable and the cycle length is long. Individual cycle failures are frequent.
- F. The Volume/Capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual 2010*, pp18-5 to 18-6

Table 1: HCM 2010 Level of Service Criteria

Level of Service	Threshold
A	$D \leq 10$ s
B	$10 \text{ s} < D \leq 20$ s
C	$20 \text{ s} < D \leq 35$ s
D	$35 \text{ s} < D \leq 55$ s
E	$55 \text{ s} < D \leq 80$ s
F	$D > 80$ s or $V/C > 1$

Source: *Highway Capacity Manual 2010*,
Exhibit 18-4 (p. 18-6)

2.2 Model Configuration

The SIDRA Intersection models were set up according to TAMS guidelines. Signal phasing and green times for the existing scenario were obtained from the available SCATS information.

To set the appropriate parameters in SIDRA Intersection the signal coordination between the three intersections was assumed to be southbound in the AM peak period and northbound in the PM peak period.

Growth rates for future years (2016 and 2031) were obtained from SMEC's EMME strategic model of Canberra. This model includes all of the relevant future road network improvements assumed to be in place by TAMS, e.g. the completion of GDE by 2016 and Majura Parkway by 2031. For these future years the pedestrian and cyclist volumes were grown at the same rate as the traffic at each intersection.

The proposed layouts and median widths were based on the drawing (DWG No. A-SK-01 Revision A) provided by LahzNimmo and Spackman, Mossop + Michaels on 26 May 2011.

2.3 Intersection Layouts

In the *Do Nothing* case all three intersections have been modelled in SIDRA Intersection as a single site with a single stop line for each movement. In reality those vehicles turning right from Northbourne Avenue encounter a short storage area with a second stop line in which they must wait before the green phase begins for the cross traffic (London Circuit, Alinga Street or Bunda/Rudd Streets). The diagrams show the layout as modelled in SIDRA Intersection as it is unable to accurately reflect the intersection layout as a single site.

To account for the staging of the vehicle movements and additional delays caused by this configuration, the right turning movements from Northbourne Avenue have had their capacity reduced to ensure that the internal storage capacity is not exceeded. The through movement on the cross streets is not affected directly by the internal storage capacity, however these movements have had an additional start loss added to model the effect of the internal storage space being either partially or fully occupied when the green phase begins for the cross traffic (London Circuit, Alinga Street or Bunda/Rudd Streets).

The current plan developed by LahzNimmo and Spackman, Mossop + Michaels (shown in Figure 1) shows that the intersection between Northbourne Avenue and Bunda/Rudd Street will not be narrowed, but SMEC has been advised that the queuing space at the centre of the intersection will be removed and simultaneous right turns from Northbourne Avenue will be allowed. Whether the median at this intersection would also be eventually narrowed, similar to the two adjacent intersections to the south, or retained as it is but with provision for right turning bays cutting through the median, is something that still has to be decided upon by the ACT Government.

2.3.1 Northbourne Avenue – London Circuit

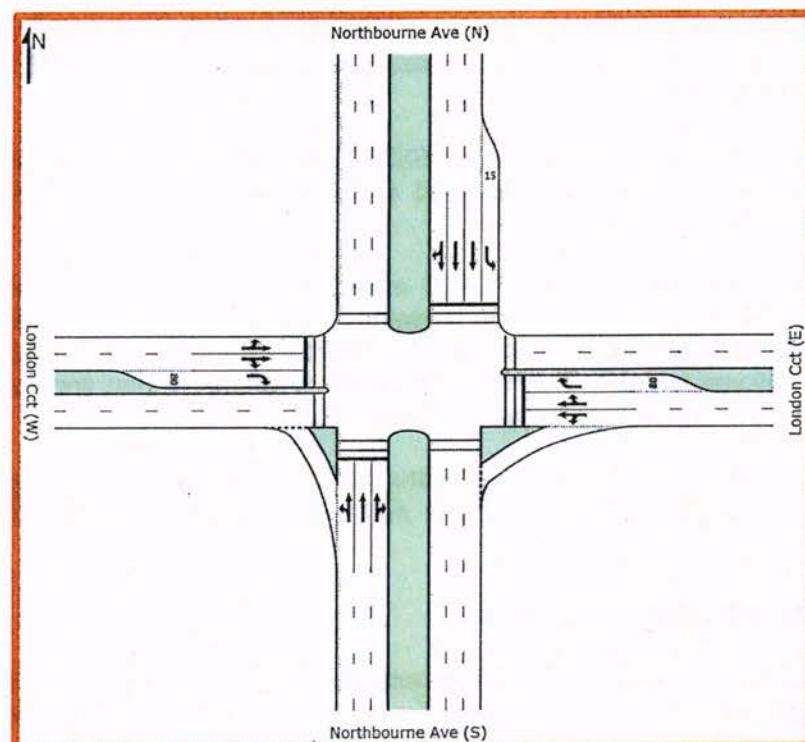


Figure 2: Northbourne Avenue – London Circuit Existing Layout

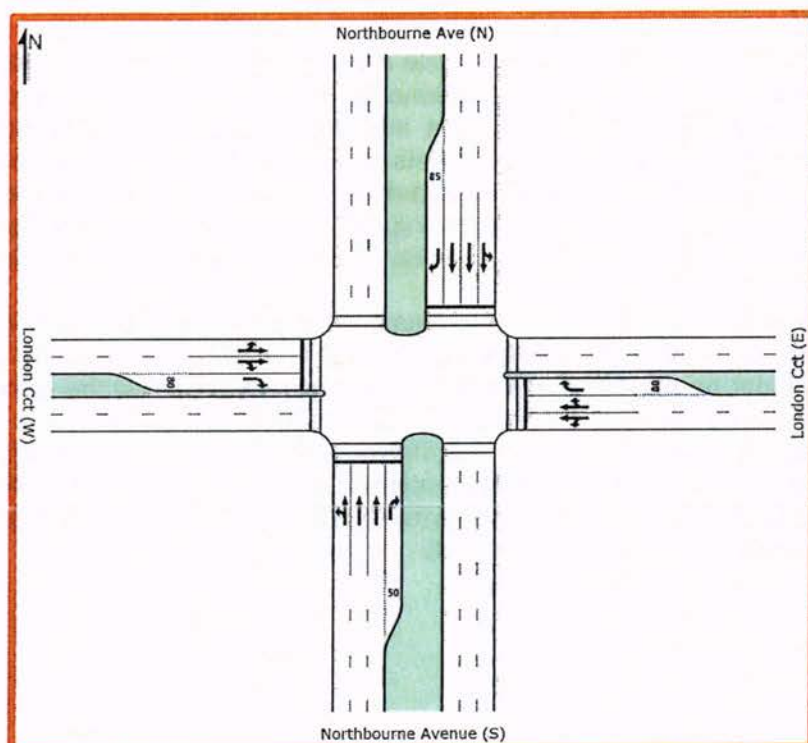


Figure 3: Northbourne Avenue – London Circuit Proposed Layout

2.3.2 Northbourne Avenue – Alinga Street

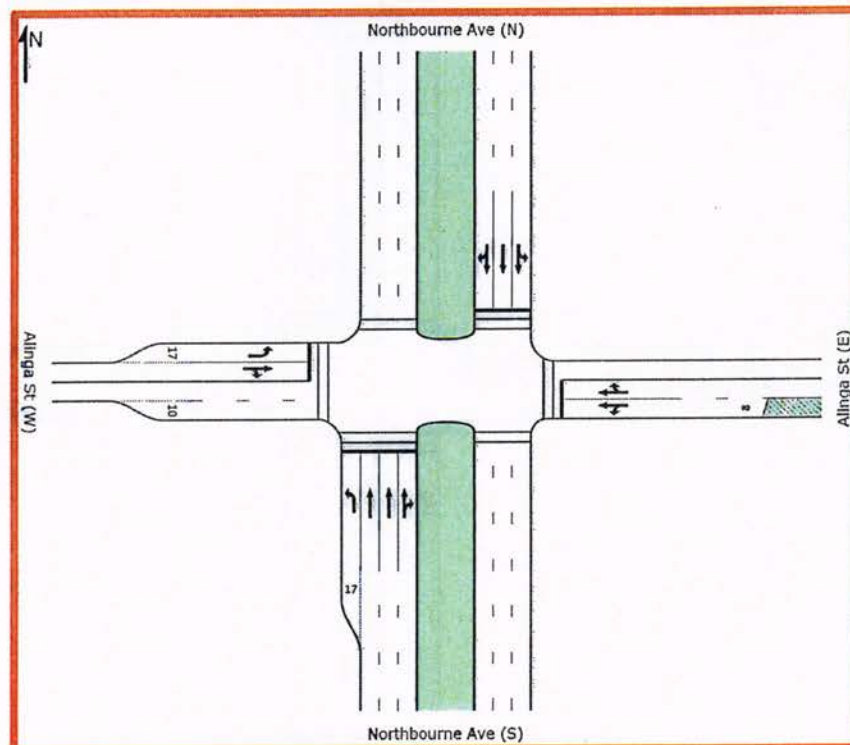


Figure 4: Northbourne Avenue – Alinga Street Existing Layout

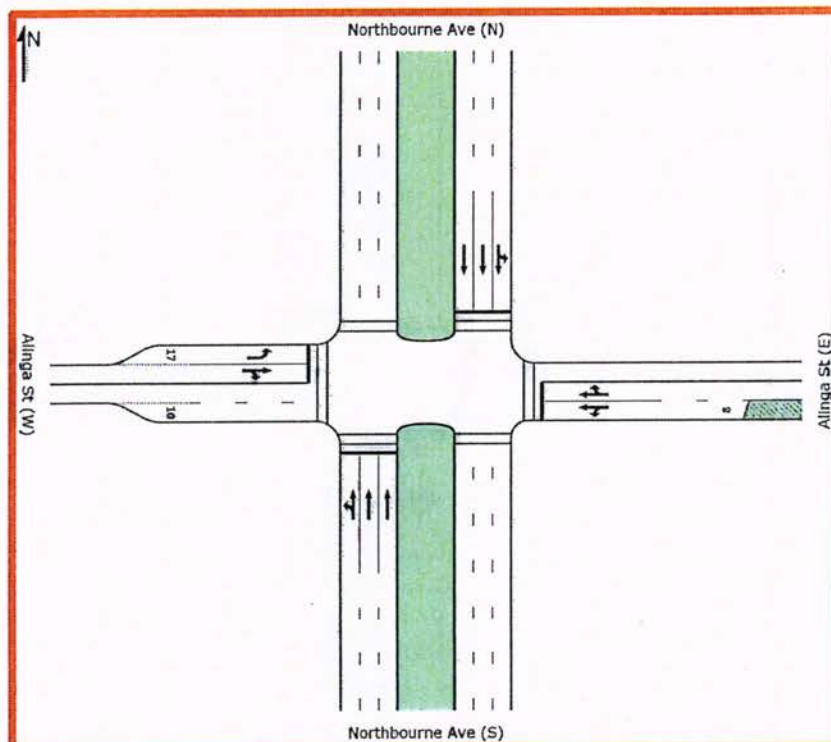


Figure 5: Northbourne Avenue – Alinga Street Proposed Layout

2.3.3 Northbourne Avenue – Bunda/Rudd Streets

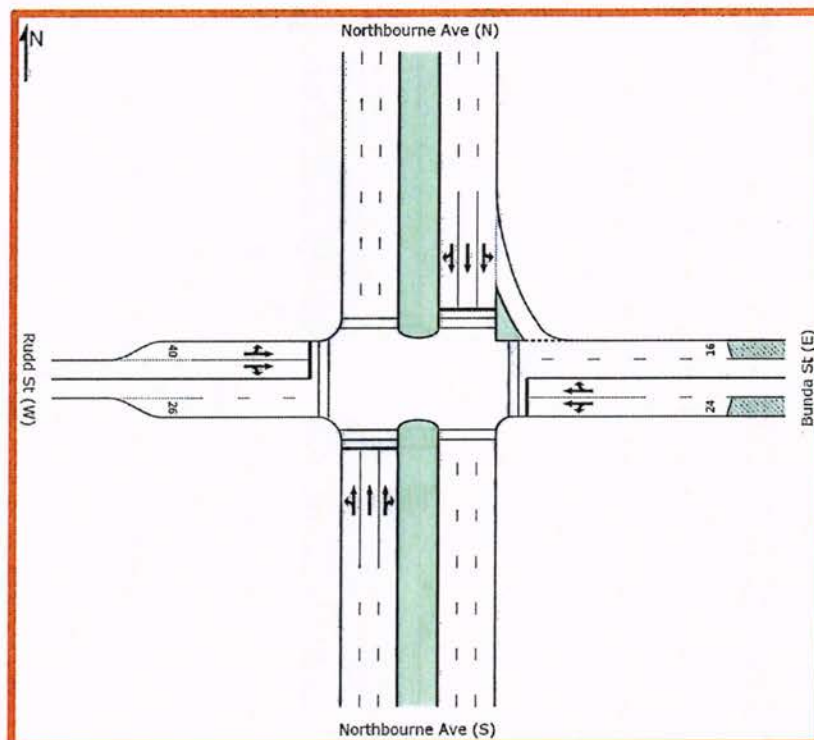


Figure 6: Northbourne Avenue – Bunda/Rudd Street Existing Layout

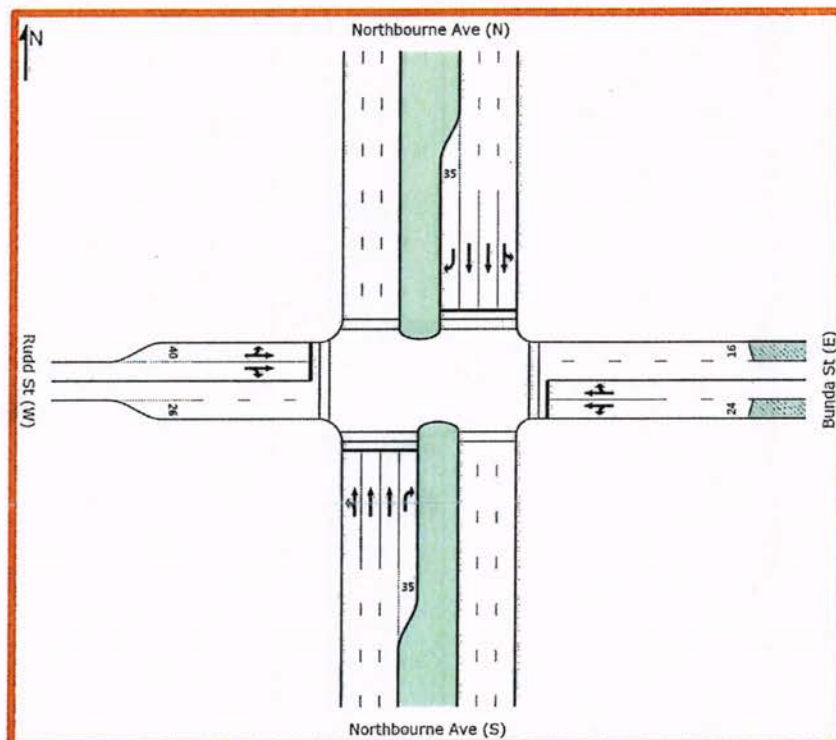


Figure 7: Northbourne Avenue – Bunda/Rudd Street Proposed Layout

2.4 Input Volumes

The input volumes for the weekday AM and PM peak periods in the 2011, 2016 and 2031 model years are shown in the following sub-sections. Diagrams of input volumes used in the analysis for all three intersections and all analysis years are shown in Figure 8 through Figure 25. The numbers shown on top of each movement in the diagrams are the total movement volumes and the numbers below these volumes are the heavy vehicle proportions. Pedestrian volumes are shown on top of the arrows crossing each approach.

It can be seen that some movements are reduced in 2016 compared to 2011, which can be explained by the road network upgrades present in the 2016 EMME model, such as completion of GDE Stage 2. A similar effect is present in the 2031 horizon year, with the traffic growth softened by the completion of a large number of significant Canberra road network improvements, such as Majura Parkway. It is also important to note that Northbourne Avenue already operates at or very near capacity at present, so significant future growth in traffic demand is not really expected.

Table 2 contains a description of the methodology behind the calculation of volumes for each period. The heavy vehicle proportions have been assumed to be the same for all analysis years and were based on the intersection count survey results.

Table 2: Synthesis of Intersection Turning Volumes

Peak Period	Data Source
2011 AM and PM	Intersection counts performed during AM and PM peak periods (08:00-09:00 and 17:00-18:00 respectively) on Wednesday 13 May 2011.
2016 and 2031 AM	The Fratar method* was used to develop the future AM peak volumes, using growth rates obtained from comparing the 2011 count data and traffic volumes obtained from EMME for each year.
2016 and 2031 PM	The Fratar method* was used to develop the future PM peak volumes, using growth rates obtained from comparing the 2011 count data and traffic volumes obtained from EMME for each year. To obtain PM volumes the AM peak OD trip matrix from EMME was transposed to obtain a PM peak OD trip matrix.

* The Fratar method involves iteratively scaling the productions and attractions at each approach and exit respectively to match a target value.

2.4.1 Northbourne Avenue – London Circuit

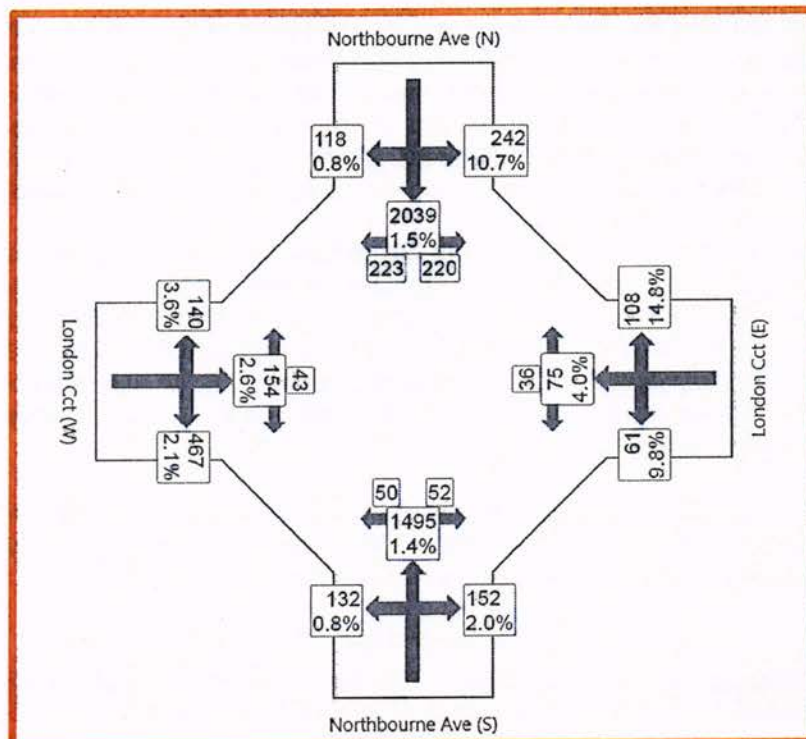


Figure 8: Northbourne Avenue – London Circuit 2011 AM Volume Summary

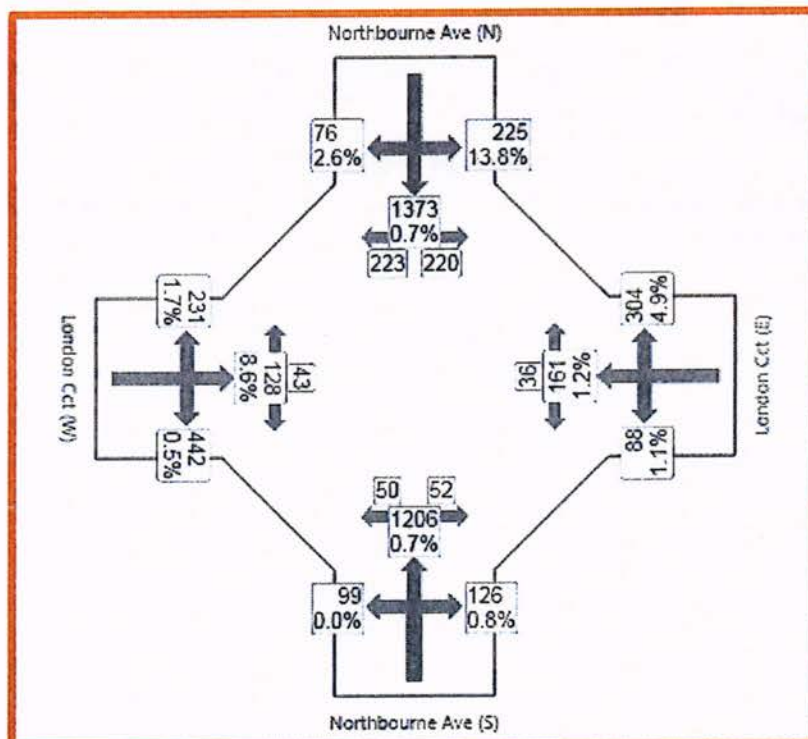


Figure 9: Northbourne Avenue – London Circuit 2011 PM Volume Summary

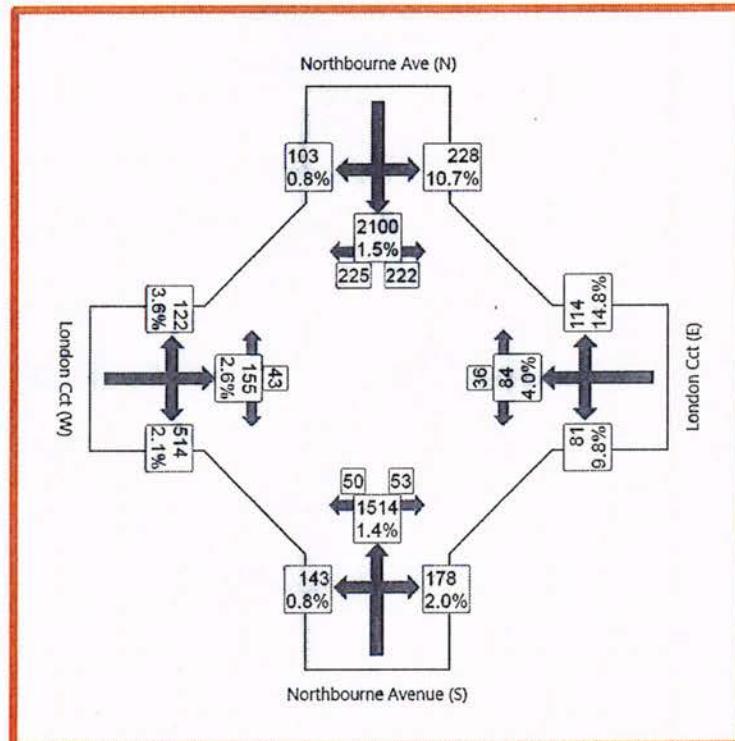


Figure 10: Northbourne Avenue – London Circuit 2016 AM Volume Summary

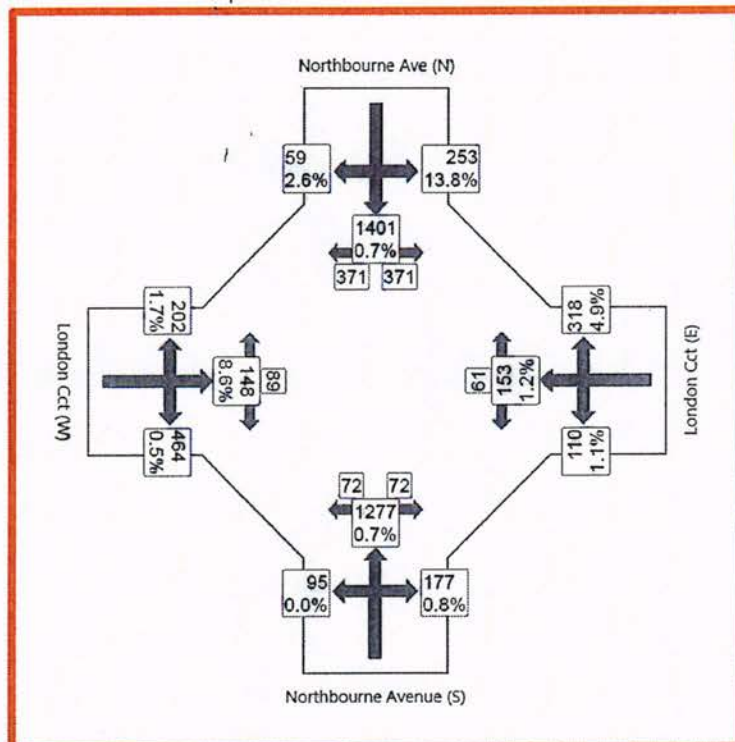


Figure 11: Northbourne Avenue – London Circuit 2016 PM Volume Summary

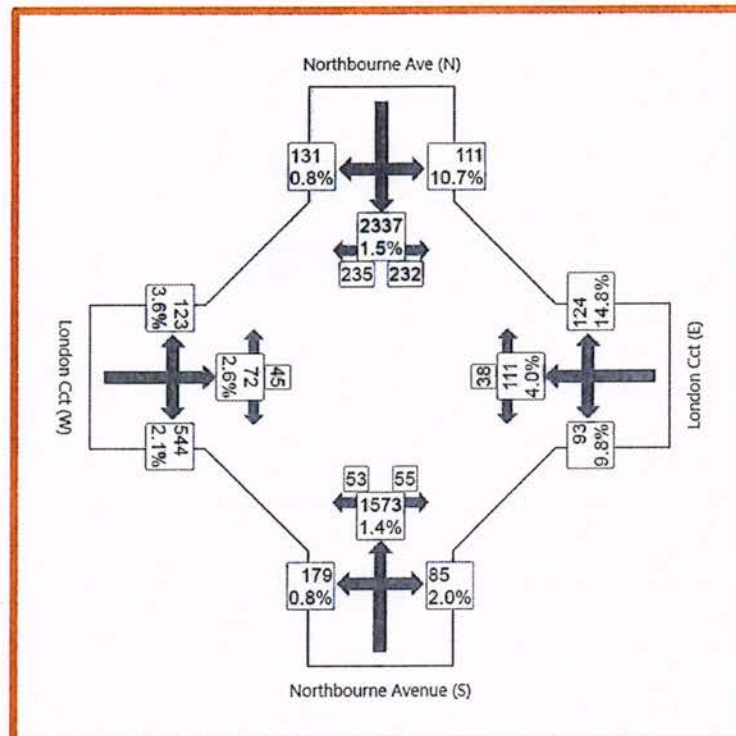


Figure 12: Northbourne Avenue – London Circuit 2031 AM Volume Summary

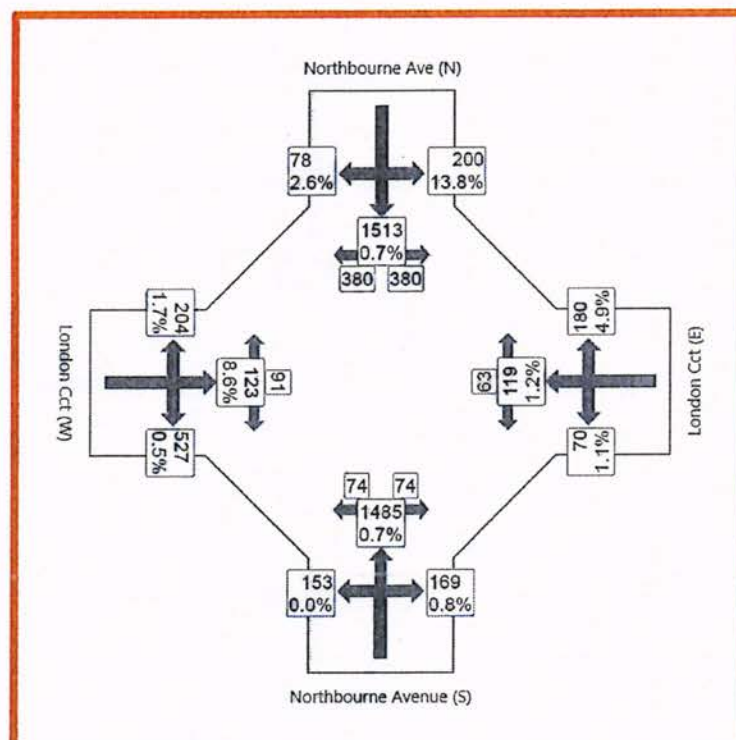


Figure 13: Northbourne Avenue – London Circuit 2031 PM Volume Summary

2.4.2 Northbourne Avenue – Alinga Street

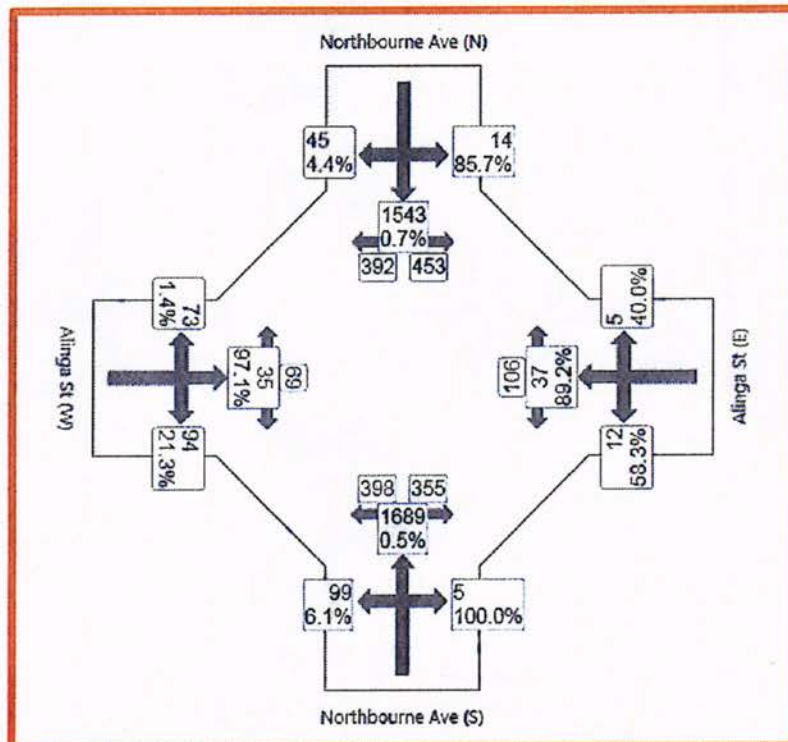


Figure 14: Northbourne Avenue – Alinga Street 2011 AM Volume Summary

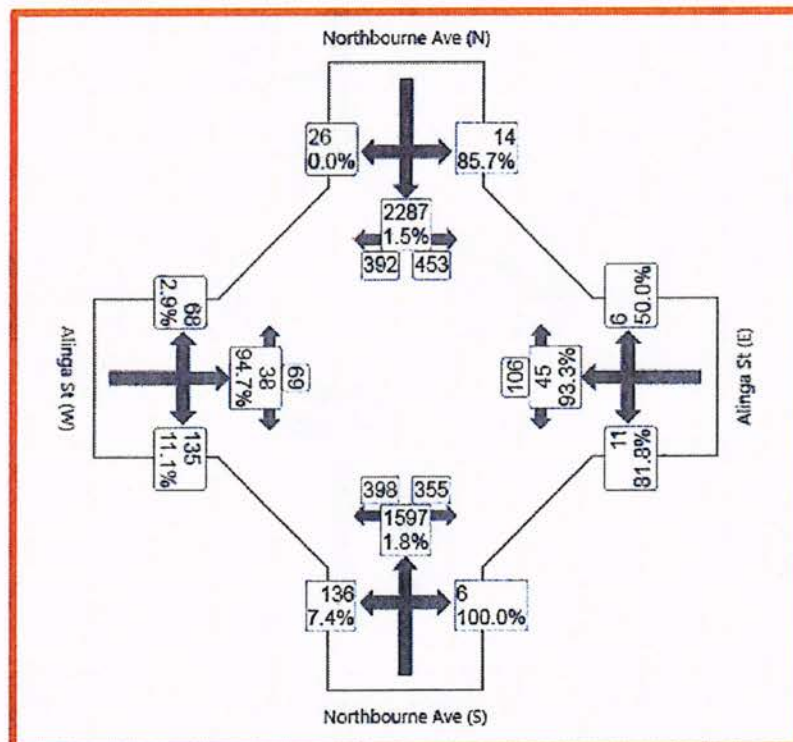


Figure 15: Northbourne Avenue – Alinga Street 2011 PM Volume Summary

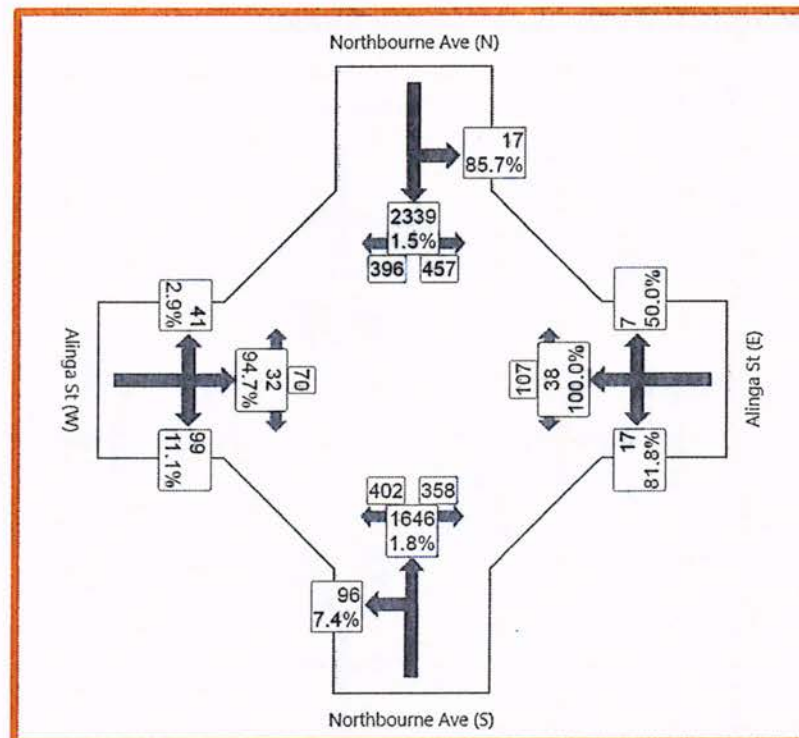


Figure 16: Northbourne Avenue – Alinga Street 2016 AM Volume Summary

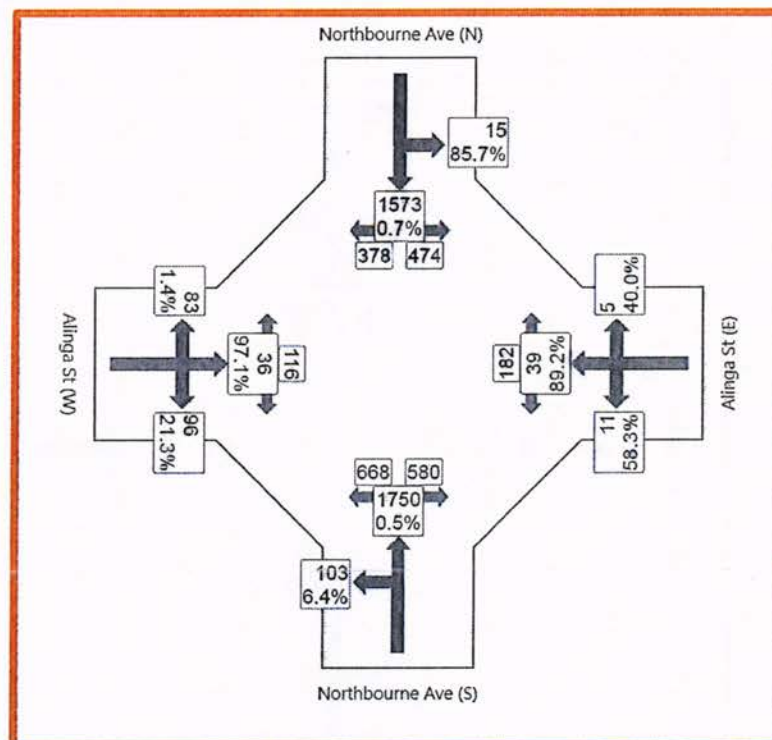


Figure 17: Northbourne Avenue – Alinga Street 2016 PM Volume Summary

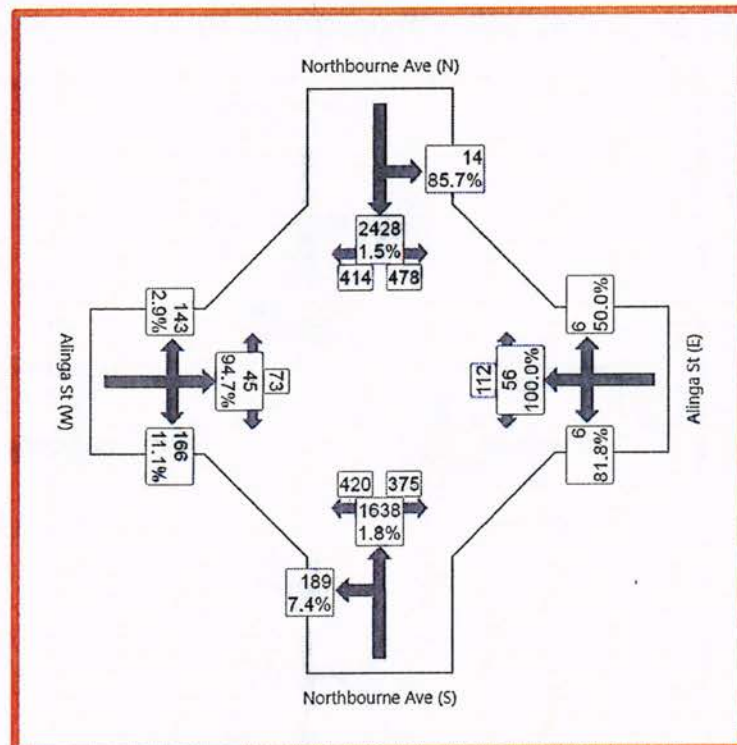


Figure 18: Northbourne Avenue – Alinga Street 2031 AM Volume Summary

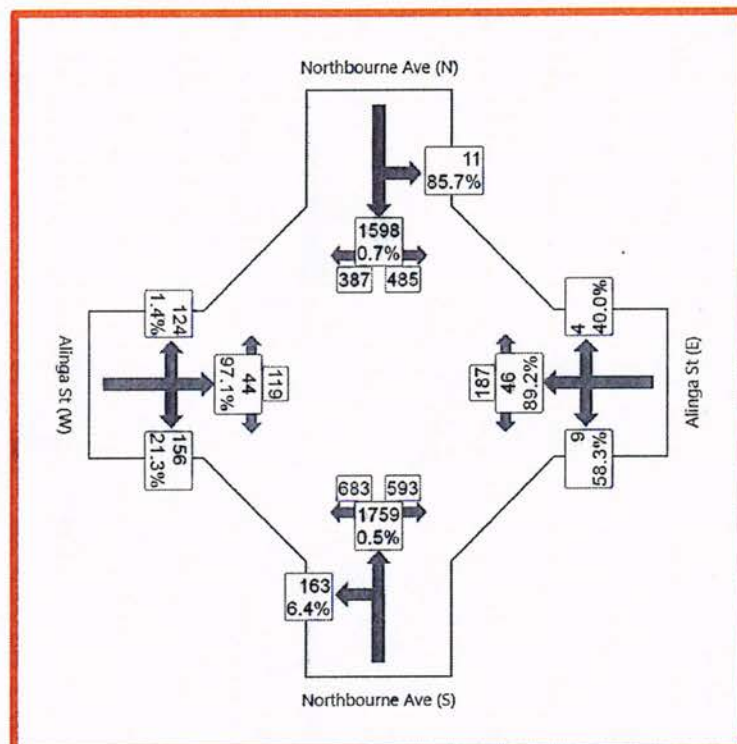


Figure 19: Northbourne Avenue – Alinga Street 2031 PM Volume Summary

2.4.3 Northbourne Avenue – Bunda/Rudd Street

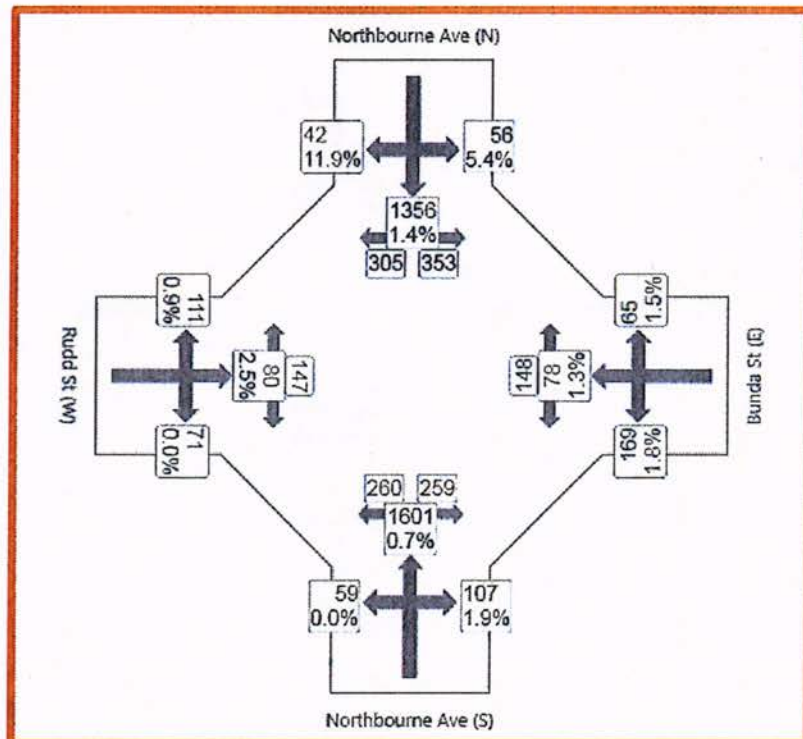


Figure 20: Northbourne Avenue – Bunda/Rudd Street 2011 AM Volume Summary

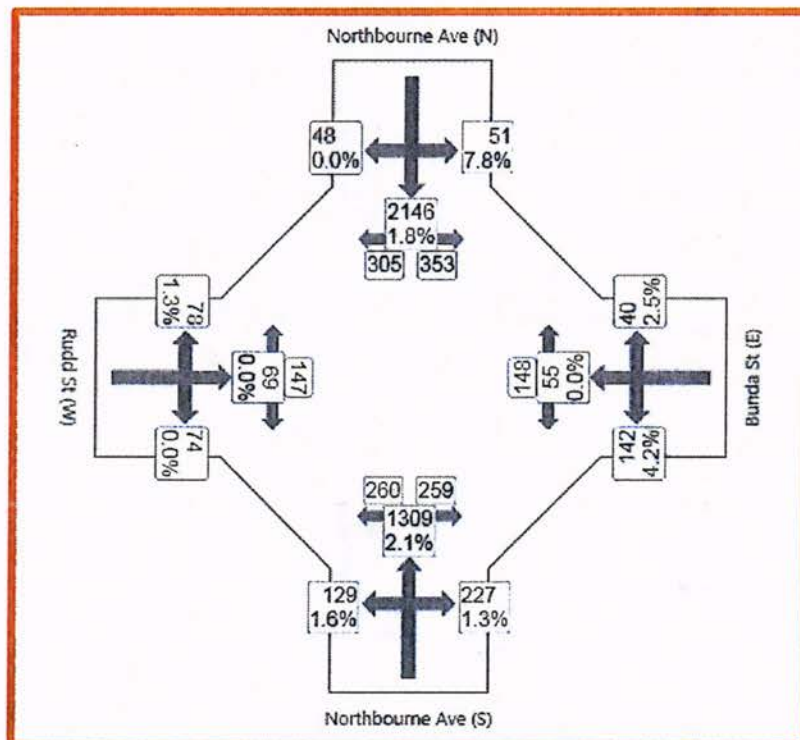


Figure 21: Northbourne Avenue – Bunda/Rudd Street 2011 PM Volume Summary

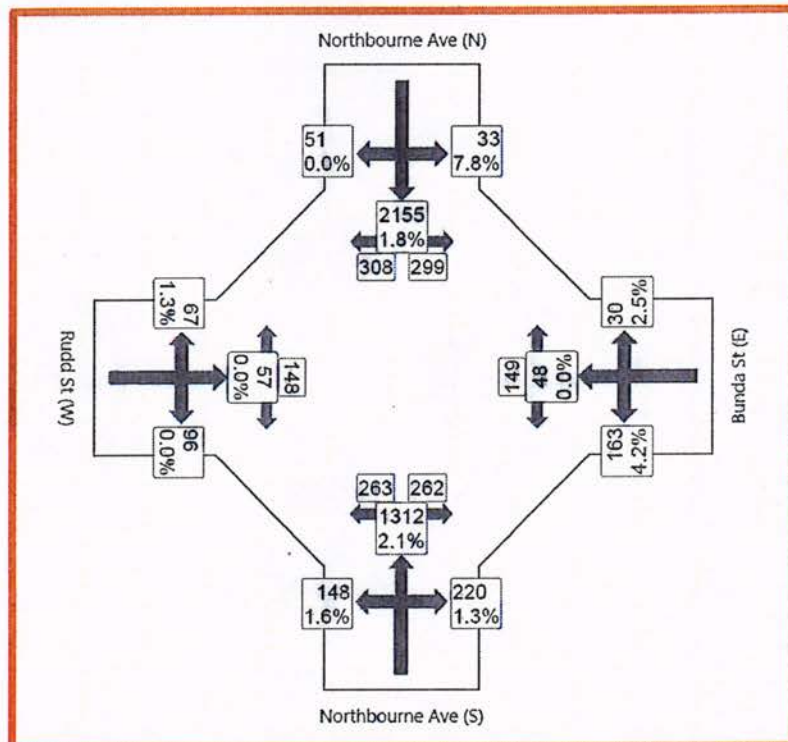


Figure 22: Northbourne Avenue – Bunda/Rudd Street 2016 AM Volume Summary

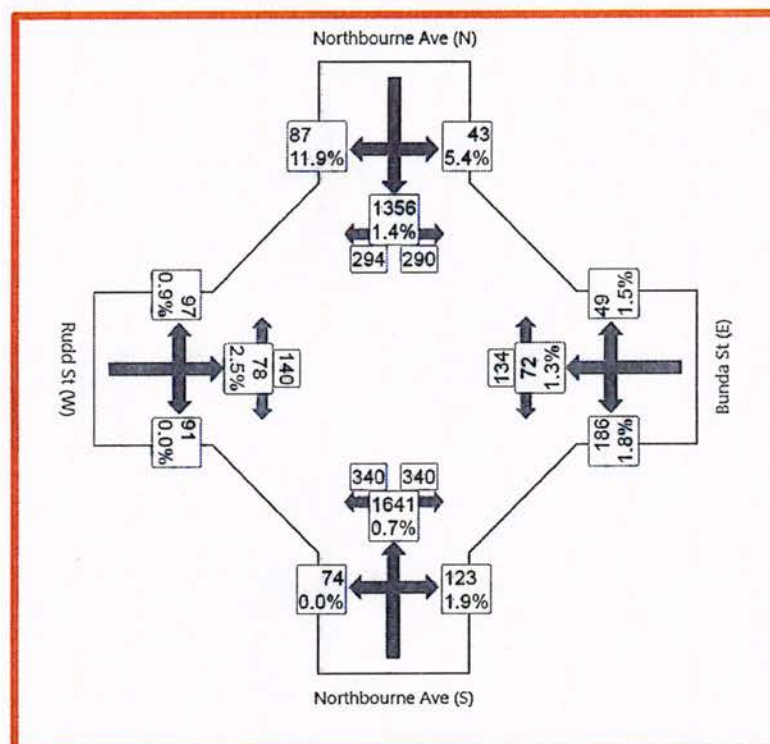


Figure 23: Northbourne Avenue – Bunda/Rudd Street 2016 PM Volume Summary

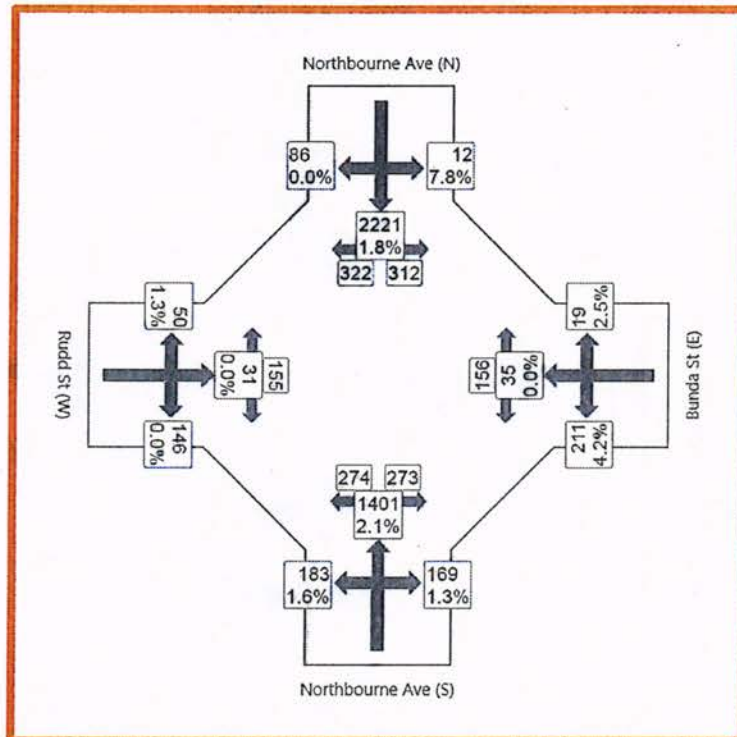


Figure 24: Northbourne Avenue – Bunda/Rudd Street 2031 AM Volume Summary

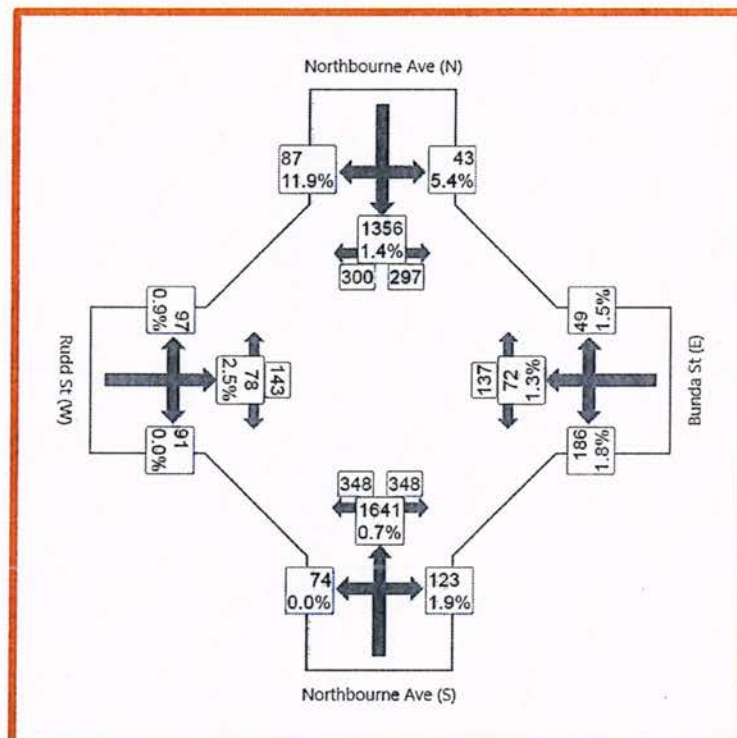


Figure 25: Northbourne Avenue – Bunda/Rudd Street 2031 PM Volume Summary

2.5 Analysis Results

The analysis included below compares the *Existing/Do Nothing* configuration with the *Proposed* option for the three intersections.

SIDRA Intersection movement summaries for each of the modelled scenarios are included in Appendix A.

2.5.1 Northbourne Avenue – London Circuit

A number of effects are significant at this location. The removal of the left turning slip lanes to and from the southern leg of Northbourne Avenue increases the delay for these movements and by extension also for other movements on the same approach. The addition of the right turn lanes on Northbourne Avenue requires the addition of a fourth signal phase to accommodate these movements, which results in some additional lost green time.

These changes have a mixed effect in the intersection performance, with a slight improvement in the *Proposed* option in the 2031 PM peak period that crosses the threshold between LoS E and LoS D, but a reduction in all other modelled periods by no more than one Level of Service rating.

Table 3: Summary of Overall Performance for Northbourne Avenue – London Circuit

Peak Period		Existing/ Do Nothing		Proposed	
		Delay	LoS	Delay	LoS
AM	2011	41.1	D	-	-
	2016	43.1	D	74.3	E
	2031	41.1	D	68.0	E
PM	2011	39.9	D	-	-
	2016	40.4	D	54.9	D
	2031	55.2	E	54.2	D

2.5.2 Northbourne Avenue – Alinga Street

In SIDRA Intersection a minimum green time was set for the phase carrying the Northbourne Avenue through movements in the *Proposed* option so that it matched the proportion of green for this movement in the existing SCATS configuration (used in *Do Nothing*). This was done because the configuration and operation of the site in the *Proposed* option is very similar to the *Existing/Do Nothing* case.

A number of minor changes were made to this intersection, which included the banning of right turns from Northbourne Avenue, the removal of the central storage area, and the narrowing of the median, effectively reducing the size of the intersection. These changes reduced the overall volumes very slightly, however it also reduced delays on both the Northbourne Avenue and Alinga Street through movements. The changes to this intersection result in a clear performance benefit, with improvements in all modelled periods, most notably the improvement from LoS E to LoS C in the 2031 AM peak period.

Table 4: Summary of Overall Performance for Northbourne Avenue – Alinga Street

Peak Period		Existing/ Do Nothing		Proposed	
		Delay	LoS	Delay	LoS
AM	2011	21.5	C	-	-
	2016	19.4	B	14.5	B
	2031	57.7	E	25.6	C
PM	2011	20.4	C	-	-
	2016	20.8	C	18.9	B
	2031	32.8	C	24.0	C

2.5.3 Northbourne Avenue – Bunda/Rudd Street

The modifications to this intersection are similar to those of Northbourne Avenue – London Circuit; the addition of right turn bays in the Northbourne Avenue median, necessitating an additional phase at the signals for these right turns, and the removal of the left turning slip lane on Northbourne Avenue southbound. In the *Proposed* case, this intersection also carries the southbound right turning traffic that was banned from turning right downstream into Alinga Street.

The performance at this site is also mixed. There is a noticeable decrease in performance in the PM peak period from LoS C to LoS D. Significantly however, the performance of *Existing* and *Do Nothing* in the AM peak period is LoS F, while the *Proposed* option improves this to LoS E.

Table 5: Summary of Overall Performance for Northbourne Avenue – Bunda/Rudd Streets

Peak Period		Existing/ Do Nothing		Proposed	
		Delay	LoS	Delay	LoS
AM	2011	126.0	F	-	-
	2016	121.5	F	63.8	E
	2031	89.7	F	58.6	E
PM	2011	26.5	C	-	-
	2016	26.1	C	46.9	D
	2031	22.5	C	46.9	D

2.6 Staged vs Continuous Pedestrian Crossing

LahzNimmo and Spackman, Mossop + Michaels proposed continuous pedestrian crossings across Northbourne Avenue, allowing pedestrians to cross in a single phase of the signals. This is in contrast to the existing situation in which pedestrian crossings are staged, i.e. each Northbourne Avenue carriageway is crossed as a separate movement, with pedestrians sometimes waiting in the median depending on the order in which the crossings are allowed by the signal phasing. The implication of the continuous crossing is that the crossing distance is much greater, and the signal phases for pedestrians must be much longer to accommodate this. The pedestrian crossing speed used by SIDRA Intersection (1.3 m/s or 4.7 km/hr) gives a minimum crossing time of 9-12 seconds for the staged crossing (a distance of 12-15 metres), while the continuous crossing distance is 34 metres, requiring a minimum crossing time of 26 seconds. A pedestrian would have to be moving at 3 m/s or 10.6 km/hr to cross the 34 m distance in the minimum time allocated for the 15°m crossing (i.e. crossing one carriageway) in SIDRA Intersection. While not modelled here, there is likely scope for the continuous crossing to be run successfully during off-peak periods or otherwise when the volumes on Northbourne Avenue are low enough, although there will most likely still be a small increase in delay compared to the staged option when doing so, as traffic signals operating on SCATS as in the ACT generally shorten their total cycle length as demand decreases.

Summarised performance results in terms of average control delay and Level of Service comparing the *Staged* and *Continuous* crossing types for the *Proposed* option are shown below in Table 6 to Table 8. It is evident that this is not a viable alternative during the peak periods as the Level of Service becomes LoS F with very long delays at all sites in all periods.

In each year and peak period the cycle length has been optimised for the *Staged* option.

SIDRA Intersection movement summaries for each of the modelled scenarios are included in Appendix A.

Table 6: Staged vs Continuous, Northbourne Avenue – London Circuit

Peak Period		Proposed Staged		Proposed Continuous	
		Delay	LoS	Delay	LoS
AM	2016	74.3	E	469.6	F
	2031	68.0	E	518.3	F
PM	2016	54.9	D	418.3	F
	2031	54.2	D	537.1	F

Table 7: Staged vs Continuous, Northbourne Avenue – Alinga Street

Peak Period		Proposed Staged		Proposed Continuous	
		Delay	LoS	Delay	LoS
AM	2016	14.5	B	141.8	F
	2031	25.6	C	167.9	F
PM	2016	18.9	B	138.6	F
	2031	24.0	C	145.5	F

Table 8: Staged vs Continuous, Northbourne Avenue – Bunda/Rudd Streets

Peak Period		Proposed Staged		Proposed Continuous	
		Delay	LoS	Delay	LoS
AM	2016	63.8	E	318.4	F
	2031	58.6	E	347.0	F
PM	2016	46.9	D	354.2	F
	2031	46.9	D	354.3	F

3 CONCLUSIONS

The intersections of Northbourne Avenue with London Circuit, Alinga Street and Bunda/Rudd Street were analysed based on the proposed master plan developed by LahzNimmo and Spackman, Mossop + Michaels.

Removal of the right turning movements from Northbourne Avenue to Alinga Street provides a noticeable improvement in performance at that intersection, while changes in performance are mixed at London Circuit and Bunda/Rudd Streets. Significantly, the Level of Service F condition at Bunda/Rudd Streets in the AM peak period that is present in the *Existing (Do Nothing)* scenario is expected to be improved by the *Proposed* option. The right turning volumes at Alinga Street are not high and moving this traffic to the upstream intersections is not expected to cause a significant effect.

The addition of right turn bays from Northbourne Avenue to the intersections at London Circuit and Bunda/Rudd Streets simplifies the operation of these movements, which are no longer required to queue in the median. This will also provide an improvement due to the removal of the central storage capacity limit that currently exists at these intersections, and the right turning movements will be less likely to cause queues on Northbourne Avenue.

Due to the addition of the right turn bays, an extra signal phase is necessary and this contributes to a slight reduction in available green times and therefore a slight increase in delay. Additionally, removal of the left turn slip lanes from the London Circuit and Bunda/Rudd Streets intersections changes the behaviour of this movement, which depending on pedestrian and opposing traffic volumes can also be expected to cause an increase in delay.

The analysis shows that provision of continuous pedestrian crossings across Northbourne Avenue during the weekday AM and PM peak periods is not a viable option at any of the three intersections, as it necessitates a large reduction in the proportion of green time available to the Northbourne Avenue through movements and results in Level of Service F conditions with varying levels of delay. Offering a continuous pedestrian crossing movement may be successful during off-peak periods.

The narrowing of the Northbourne Avenue median provides other benefits that cannot be quantified in a pure intersection model, such as improvement of facilities facing Northbourne Avenue in terms of pedestrian utility and safety, or general improvements to the perception of the area.

APPENDIX A SIDRA INTERSECTION MOVEMENT SUMMARIES

A.1 Northbourne Avenue – London Circuit

A.1.1 Existing

Northbourne Avenue - London Circuit							2011	AM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	139	0.8	0.742	41.7	1.61	LOS D	29.4	208.0	0.88	0.94	29.0	2.9	8.0
Through	1574	1.4	0.742	30.2	13.18	LOS C	32.8	232.1	0.87	0.80	31.1	30.7	84.8
Right	160	2.0	0.742	36.5	1.62	LOS D	32.3	229.4	0.87	0.88	31.5	3.3	9.1
Approach	1873	1.4	0.742	31.6	16.41	LOS C	32.8	232.1	0.87	0.82	31.0	36.9	101.9
East													
Left	64	9.8	0.309	40.7	0.73	LOS D	4.6	34.0	0.90	0.80	17.0	1.0	3.1
Through	79	4.0	0.309	44.2	0.97	LOS D	4.6	34.2	0.91	0.73	14.2	1.4	4.2
Right	114	14.8	0.309	61.1	1.93	LOS E	4.5	35.2	0.93	0.78	12.4	2.4	6.9
Approach	257	10.2	0.309	50.8	3.62	LOS D	4.6	35.2	0.92	0.77	13.9	4.8	14.1
North													
Left	130	10.7	1.000	45.9	1.65	LOS D	3.2	24.5	1.00	0.80	14.9	2.2	4.7
Through	2272	1.5	0.922	39.8	25.13	LOS D	52.4	371.9	0.95	0.97	13.3	35.3	136.0
Right	124	0.8	0.922	47.6	1.64	LOS D	52.2	369.4	0.95	1.02	13.3	2.0	7.7
Approach	2525	2.4	1.000	40.5	28.42	LOS D	52.4	371.9	0.95	0.97	13.4	39.5	148.5
West													
Left	147	3.6	0.788	65.2	2.67	LOS E	17.8	127.7	1.00	0.91	21.8	4.1	10.7
Through	162	2.6	0.788	56.7	2.55	LOS E	18.3	130.6	1.00	0.91	23.6	4.5	11.5
Right	492	2.1	0.788	63.5	8.67	LOS E	18.3	130.6	0.98	0.90	22.0	13.6	35.1
Approach	801	2.5	0.788	62.4	13.89	LOS E	18.3	130.6	0.99	0.90	22.3	22.2	57.2
All Vehicles	5456	2.4	1.000	41.1	62.35	LOS D	52.4	371.9	0.93	0.90	21.6	103.4	321.8

Northbourne Avenue - London Circuit							2011	PM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	104	0.0	0.643	39.6	1.15	LOS D	20.9	147.0	0.73	0.93	29.7	2.1	5.5
Through	1269	0.7	0.643	28.2	9.95	LOS C	22.4	157.8	0.73	0.67	32.3	23.8	61.0
Right	133	0.8	0.643	35.2	1.30	LOS D	22.4	157.8	0.75	0.85	32.0	2.7	7.0
Approach	1506	0.7	0.643	29.6	12.39	LOS C	22.4	157.8	0.73	0.70	32.1	28.7	73.4
East													
Left	93	1.1	0.617	57.4	1.48	LOS E	11.0	78.0	0.97	0.90	13.2	1.8	5.3
Through	169	1.2	0.617	50.7	2.39	LOS D	11.7	85.0	0.97	0.86	12.9	3.4	9.5
Right	320	4.9	0.617	61.1	5.43	LOS E	11.7	85.0	0.96	0.82	12.3	6.8	20.0
Approach	582	3.2	0.617	57.5	9.30	LOS E	11.7	85.0	0.96	0.84	12.6	12.0	34.8
North													
Left	83	13.8	1.000	45.6	1.06	LOS D	3.1	24.5	0.99	0.77	15.0	1.4	3.7
Through	1599	0.7	0.714	32.2	14.32	LOS C	29.6	208.8	0.88	0.79	15.4	21.5	77.9
Right	80	2.6	0.714	40.1	0.89	LOS D	29.4	207.4	0.88	0.90	15.2	1.1	4.1
Approach	1762	2.5	1.000	33.2	16.26	LOS C	29.6	208.8	0.89	0.79	15.3	24.0	85.7
West													
Left	243	1.7	0.770	62.1	4.19	LOS E	19.1	137.3	0.99	0.89	22.3	6.6	17.2
Through	135	8.6	0.770	53.9	2.02	LOS D	19.1	137.3	0.99	0.89	24.1	3.6	9.3
Right	465	0.5	0.770	60.9	7.87	LOS E	19.1	136.8	0.97	0.88	22.6	12.5	32.5
Approach	843	2.1	0.770	60.1	14.08	LOS E	19.1	137.3	0.98	0.89	22.8	22.8	59.1
All Vehicles	4694	2.0	1.000	39.9	52.03	LOS D	29.6	208.8	0.86	0.79	22.4	87.4	253.0

Northbourne Avenue - London Circuit							2016	AM	Existing				
Staged pedestrian crossing across Northbourne/Vernon													
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	151	0.8	0.764	41.6	1.74	LOS D	30.9	218.3	0.89	0.94	29.0	3.2	8.8
Through	1594	1.4	0.764	30.5	13.50	LOS C	34.3	242.9	0.89	0.82	30.9	31.3	86.8
Right	187	2.0	0.764	37.0	1.93	LOS D	33.8	239.5	0.88	0.89	31.3	3.9	10.8
Approach	1932	1.4	0.764	32.0	17.17	LOS C	34.3	242.9	0.89	0.83	30.8	38.3	106.4
East													
Left	85	9.8	0.346	43.3	1.03	LOS D	5.7	42.8	0.90	0.81	16.2	1.4	4.3
Through	88	4.0	0.346	47.2	1.16	LOS D	5.7	42.8	0.92	0.74	13.6	1.7	4.9
Right	120	14.8	0.346	61.5	2.05	LOS E	5.1	39.8	0.93	0.78	12.3	2.5	7.3
Approach	294	10.1	0.346	51.9	4.23	LOS D	5.7	42.8	0.92	0.78	13.7	5.6	16.5
North													
Left	130	10.7	1.000	45.9	1.65	LOS D	3.2	24.5	1.00	0.80	14.9	2.2	4.7
Through	2321	1.5	0.933	43.1	27.77	LOS D	55.5	393.5	0.97	1.01	12.5	38.2	145.7
Right	108	0.8	0.933	50.8	1.53	LOS D	55.2	391.3	0.97	1.04	12.6	1.8	7.1
Approach	2559	2.3	1.000	43.5	30.95	LOS D	55.5	393.5	0.97	1.00	12.7	42.2	157.5
West													
Left	128	3.6	0.818	67.3	2.40	LOS E	18.9	135.5	1.00	0.94	21.4	3.6	9.5
Through	163	2.6	0.818	59.0	2.67	LOS E	19.7	140.3	1.00	0.94	23.1	4.6	11.9
Right	541	2.1	0.818	65.7	9.88	LOS E	19.7	140.3	0.99	0.92	21.5	15.4	39.6
Approach	833	2.4	0.818	64.7	14.95	LOS E	19.7	140.3	0.99	0.93	21.8	23.6	61.0
All Vehicles	5617	2.4	1.000	43.1	67.31	LOS D	55.5	393.5	0.94	0.92	21.0	109.7	341.4

Northbourne Avenue - London Circuit							2016	PM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	100	0.0	0.695	40.8	1.13	LOS D	23.9	168.1	0.77	0.93	29.2	2.1	5.4
Through	1344	0.7	0.695	29.4	10.98	LOS C	25.6	180.0	0.77	0.70	31.6	25.8	67.1
Right	186	0.8	0.695	36.5	1.89	LOS D	25.6	180.0	0.79	0.86	31.4	3.9	10.2
Approach	1631	0.7	0.695	30.9	14.00	LOS C	25.6	180.0	0.77	0.73	31.5	31.7	82.7
East													
Left	116	1.1	0.633	55.2	1.77	LOS E	11.4	80.6	0.96	0.92	13.6	2.2	6.4
Through	161	1.2	0.633	49.2	2.20	LOS D	12.2	88.7	0.97	0.87	13.1	3.1	8.8
Right	335	4.9	0.633	61.3	5.70	LOS E	12.2	88.7	0.97	0.82	12.3	7.1	21.0
Approach	612	3.2	0.633	57.0	9.68	LOS E	12.2	88.7	0.97	0.85	12.7	12.5	36.2
North													
Left	83	13.8	1.000	45.6	1.06	LOS D	3.1	24.5	0.99	0.77	15.0	1.4	3.7
Through	1658	0.7	0.733	32.6	15.03	LOS C	30.8	216.8	0.89	0.80	15.2	22.5	81.7
Right	62	2.6	0.733	40.5	0.70	LOS D	30.6	215.7	0.89	0.90	15.2	0.9	3.2
Approach	1803	2.7	1.000	33.5	16.78	LOS C	30.8	216.8	0.90	0.80	15.2	24.7	88.6
West													
Left	213	1.7	0.784	63.6	3.76	LOS E	19.5	141.1	1.00	0.90	22.0	5.8	15.3
Through	156	8.6	0.784	55.1	2.38	LOS E	19.8	141.2	1.00	0.90	23.8	4.2	10.9
Right	488	0.5	0.784	61.8	8.38	LOS E	19.8	141.2	0.97	0.89	22.4	13.3	34.5
Approach	857	2.3	0.784	61.0	14.52	LOS E	19.8	141.2	0.98	0.90	22.6	23.4	60.8
All Vehicles	4902	2.0	1.000	40.4	54.98	LOS D	30.8	216.8	0.88	0.80	22.3	92.3	268.3

Northbourne Avenue - London Circuit							2031	AM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	188	0.8	0.774	42.3	2.21	LOS D	29.9	211.7	0.90	0.95	28.7	4.0	11.0
Through	1656	1.4	0.774	30.6	14.08	LOS C	35.1	248.3	0.89	0.83	30.9	32.5	90.8
Right	89	2.0	0.774	37.3	0.93	LOS D	34.8	246.7	0.89	0.89	31.3	1.9	5.2
Approach	1934	1.4	0.774	32.1	17.22	LOS C	35.1	248.3	0.90	0.84	30.7	38.4	107.0
East													
Left	98	9.8	0.427	58.1	1.58	LOS E	7.4	55.2	0.92	0.92	12.9	2.0	5.8
Through	117	4.0	0.427	54.0	1.75	LOS D	7.4	55.2	0.95	0.79	12.4	2.4	6.9
Right	131	14.8	0.427	62.4	2.26	LOS E	6.3	49.9	0.95	0.79	12.2	2.8	8.1
Approach	345	9.7	0.427	58.4	5.60	LOS E	7.4	55.2	0.94	0.83	12.5	7.2	20.9
North													
Left	117	10.7	0.899	46.9	1.52	LOS D	3.2	24.5	0.89	0.80	14.6	2.0	4.5
Through	2460	1.5	0.993	68.9	47.07	LOS E	75.2	532.8	1.00	1.19	8.7	58.1	202.4
Right	138	0.8	0.993	76.8	2.94	LOS E	74.7	529.1	1.00	1.18	8.8	3.3	11.7
Approach	2715	1.9	0.993	68.3	51.53	LOS E	75.2	532.8	1.00	1.17	8.9	63.4	218.5
West													
Left	129	3.6	0.567	58.0	2.08	LOS E	11.8	84.8	0.95	0.83	23.4	3.3	8.5
Through	76	2.6	0.567	49.7	1.05	LOS D	11.8	84.8	0.95	0.79	25.3	1.9	4.9
Right	573	2.1	0.858	69.8	11.10	LOS E	21.6	153.9	0.99	0.95	20.7	16.9	43.7
Approach	778	2.4	0.858	65.8	14.23	LOS E	21.6	153.9	0.98	0.91	21.5	22.2	57.1
All Vehicles	5772	2.2	0.993	55.2	88.57	LOS E	75.2	532.8	0.96	1.01	17.6	131.1	403.5

Northbourne Avenue - London Circuit							2031	PM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	161	0.0	0.818	44.4	1.99	LOS D	32.4	227.9	0.88	0.97	27.9	3.5	9.7
Through	1563	0.7	0.818	33.0	14.32	LOS C	34.5	243.2	0.87	0.82	29.9	31.7	87.9
Right	178	0.8	0.818	40.3	1.99	LOS D	34.5	243.2	0.88	0.90	30.0	3.9	10.7
Approach	1902	0.7	0.818	34.6	18.30	LOS C	34.5	243.2	0.87	0.84	29.7	39.1	108.4
East													
Left	74	1.1	0.407	49.8	1.02	LOS D	5.9	42.0	0.91	0.88	14.7	1.3	3.5
Through	125	1.2	0.407	45.9	1.60	LOS D	7.4	53.1	0.92	0.79	13.9	2.3	6.4
Right	189	4.9	0.407	58.8	3.09	LOS E	7.4	53.1	0.92	0.79	12.8	3.9	11.4
Approach	388	3.0	0.407	52.9	5.71	LOS D	7.4	53.1	0.92	0.81	13.4	7.5	21.3
North													
Left	83	13.8	1.000	45.6	1.06	LOS D	3.1	24.5	0.99	0.77	15.0	1.4	3.7
Through	1720	0.7	0.764	33.3	15.91	LOS C	32.8	230.8	0.91	0.82	15.0	23.6	86.4
Right	82	2.6	0.764	41.2	0.94	LOS D	32.5	229.4	0.91	0.90	14.9	1.2	4.3
Approach	1885	2.2	1.000	34.2	17.91	LOS C	32.8	230.8	0.91	0.82	15.0	26.2	94.5
West													
Left	215	1.7	0.819	66.1	3.94	LOS E	21.0	152.2	1.00	0.93	21.5	6.0	15.9
Through	129	8.6	0.819	57.8	2.08	LOS E	21.7	153.3	1.00	0.93	23.2	3.6	9.4
Right	555	0.5	0.819	64.5	9.93	LOS E	21.7	153.3	0.98	0.92	21.8	15.5	40.4
Approach	899	2.0	0.819	63.9	15.96	LOS E	21.7	153.3	0.99	0.92	21.9	25.2	65.7
All Vehicles	5075	1.7	1.000	41.1	57.87	LOS D	34.5	243.2	0.91	0.85	22.5	98.0	289.8

A.1.2 Proposed (Staged)

Northbourne Avenue - London Circuit													
Staged pedestrian crossing across Northbourne/Vernon							2016	AM	Staged - Improved				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	151	0.8	0.725	41.5	1.73	LOS D	30.2	213.4	0.90	0.90	29.0	3.1	8.8
Through	1594	1.4	0.725	33.3	14.73	LOS C	30.5	216.2	0.90	0.80	29.8	32.4	89.0
Right	187	2.0	0.965	72.5	3.78	LOS E	12.3	87.7	1.00	0.82	21.0	5.8	14.2
Approach	1932	1.4	0.965	37.7	20.24	LOS D	30.5	216.2	0.91	0.81	28.5	41.3	112.1
East													
Left	85	9.8	0.566	71.0	1.68	LOS E	6.2	46.4	1.00	0.79	10.7	2.0	5.7
Through	88	4.0	0.566	62.4	1.53	LOS E	6.4	47.6	1.00	0.79	11.2	2.0	5.7
Right	120	14.8	0.566	70.7	2.36	LOS E	6.4	47.6	1.00	0.79	11.0	2.9	8.0
Approach	294	10.1	0.566	68.3	5.57	LOS E	6.4	47.6	1.00	0.79	11.0	6.9	19.4
North													
Left	240	10.7	1.027	104.9	6.99	LOS F	76.6	555.6	1.00	1.26	7.6	7.9	23.8
Through	2211	1.5	1.027	95.8	58.84	LOS F	79.0	559.9	1.00	1.30	6.6	68.8	212.0
Right	108	0.8	0.554	69.1	2.08	LOS E	6.6	46.7	0.98	0.79	9.3	2.5	7.0
Approach	2559	2.3	1.027	95.5	67.91	LOS F	79.0	559.9	1.00	1.28	6.8	79.2	242.8
West													
Left	128	3.6	0.994	110.8	3.95	LOS F	24.7	177.5	1.00	1.23	15.0	5.2	13.0
Through	163	2.6	0.994	102.5	4.65	LOS F	24.7	177.5	1.00	1.22	16.2	6.6	16.3
Right	541	2.1	0.994	90.5	13.60	LOS F	24.3	173.2	1.00	1.00	17.3	19.1	47.7
Approach	833	2.4	0.994	96.0	22.20	LOS F	24.7	177.5	1.00	1.08	16.7	30.8	77.0
All Vehicles	5617	2.4	1.027	74.3	115.92	LOS E	79.0	559.9	0.97	1.06	14.6	158.2	451.3

Northbourne Avenue - London Circuit													
Staged pedestrian crossing across Northbourne/Vernon							2016	PM	Staged - Improved				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	100	0.0	0.722	44.6	1.24	LOS D	24.3	171.0	0.93	0.89	28.0	2.2	5.9
Through	1344	0.7	0.722	36.4	13.60	LOS D	24.5	172.8	0.93	0.82	28.6	28.5	75.2
Right	186	0.8	0.879	75.3	3.90	LOS E	12.3	86.8	1.00	0.98	20.5	5.9	14.5
Approach	1631	0.7	0.879	41.4	18.74	LOS D	24.5	172.8	0.94	0.84	27.2	36.6	95.5
East													
Left	116	1.1	0.901	77.9	2.50	LOS E	14.1	99.9	1.00	1.04	10.0	2.9	8.5
Through	161	1.2	0.901	69.7	3.12	LOS E	14.1	99.9	1.00	1.04	10.1	4.1	11.4
Right	335	4.9	0.901	77.9	7.24	LOS E	13.8	99.9	1.00	1.03	10.1	8.6	24.5
Approach	612	3.2	0.901	75.7	12.87	LOS E	14.1	99.9	1.00	1.03	10.1	15.7	44.4
North													
Left	266	13.8	0.887	59.9	4.43	LOS E	35.6	264.2	1.00	1.00	12.3	5.4	17.5
Through	1475	0.7	0.887	50.6	20.72	LOS D	37.7	265.6	1.00	1.02	11.1	27.4	91.7
Right	62	2.6	0.297	61.6	1.06	LOS E	3.4	24.5	0.95	0.76	10.2	1.3	3.6
Approach	1803	2.7	0.887	52.3	26.21	LOS D	37.7	265.6	1.00	1.01	11.3	34.1	112.9
West													
Left	213	1.7	0.898	74.4	4.39	LOS E	19.2	138.3	1.00	1.01	19.8	6.5	16.5
Through	156	8.6	0.898	66.1	2.86	LOS E	19.3	138.4	1.00	1.02	21.5	4.7	11.9
Right	488	0.5	0.898	71.7	9.72	LOS E	19.3	138.4	1.00	0.99	20.4	14.6	37.1
Approach	857	2.3	0.898	71.3	16.98	LOS E	19.3	138.4	1.00	1.00	20.5	25.8	65.5
All Vehicles	4902	2.0	0.901	54.9	74.80	LOS D	37.7	265.6	0.98	0.96	18.4	112.2	318.3

Northbourne Avenue - London Circuit													
Staged pedestrian crossing across Northbourne/Vernon							2031	AM	Staged - Improved				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	188	0.8	0.728	39.7	2.08	LOS D	31.3	221.7	0.88	0.90	29.7	3.8	10.9
Through	1656	1.4	0.728	31.4	14.46	LOS C	31.8	225.1	0.88	0.80	30.6	32.8	90.7
Right	89	2.0	0.645	74.4	1.85	LOS E	5.8	41.6	1.00	0.81	20.6	2.8	6.8
Approach	1934	1.4	0.728	34.2	18.38	LOS C	31.8	225.1	0.89	0.81	29.8	39.4	108.4
East													
Left	98	9.8	0.662	72.5	1.97	LOS E	7.4	55.6	1.00	0.82	10.5	2.4	6.7
Through	117	4.0	0.662	63.8	2.07	LOS E	7.8	57.2	1.00	0.82	11.0	2.7	7.7
Right	131	14.8	0.662	72.2	2.62	LOS E	7.8	57.2	1.00	0.83	10.8	3.2	8.9
Approach	345	9.7	0.662	69.4	6.66	LOS E	7.8	57.2	1.00	0.82	10.8	8.2	23.3
North													
Left	117	10.7	1.018	95.9	3.11	LOS F	79.3	568.2	1.00	1.26	8.3	3.5	11.1
Through	2460	1.5	1.018	87.2	59.55	LOS F	80.4	570.2	1.00	1.27	7.2	70.6	225.8
Right	138	0.8	0.986	102.9	3.94	LOS F	11.2	78.9	1.00	1.08	6.6	4.4	12.1
Approach	2715	1.9	1.018	88.3	66.61	LOS F	80.4	570.2	1.00	1.26	7.2	78.5	249.1
West													
Left	129	3.6	0.698	65.7	2.36	LOS E	12.7	91.5	1.00	0.85	21.6	3.6	9.2
Through	76	2.6	0.698	57.4	1.21	LOS E	12.7	91.5	1.00	0.85	23.3	2.1	5.3
Right	573	2.1	0.984	86.5	13.76	LOS F	24.6	175.4	1.00	0.98	17.9	19.6	49.2
Approach	778	2.4	0.984	80.2	17.33	LOS F	24.6	175.4	1.00	0.95	18.9	25.3	63.6
All Vehicles	5772	2.2	1.018	68.0	108.98	LOS E	80.4	570.2	0.96	1.04	15.2	151.5	444.4

Northbourne Avenue - London Circuit							2031	PM	Staged - Improved				
Staged pedestrian crossing across Northbourne/Vernon													
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	161	0.0	0.843	51.7	2.31	LOS D	33.2	233.7	0.99	0.96	25.6	3.8	10.5
Through	1563	0.7	0.843	43.4	18.84	LOS D	33.6	236.6	0.99	0.95	26.1	36.3	98.7
Right	178	0.8	0.839	71.7	3.54	LOS E	11.3	80.0	1.00	0.94	21.1	5.5	13.4
Approach	1902	0.7	0.843	46.7	24.69	LOS D	33.6	236.6	0.99	0.95	25.5	45.6	122.6
East													
Left	74	1.1	0.657	66.3	1.36	LOS E	7.8	55.0	1.00	0.82	11.5	1.6	4.7
Through	125	1.2	0.657	58.1	2.02	LOS E	7.8	55.4	1.00	0.83	11.6	2.8	7.7
Right	189	4.9	0.657	66.1	3.48	LOS E	7.7	55.4	1.00	0.83	11.6	4.3	12.0
Approach	388	3.0	0.657	63.5	6.86	LOS E	7.8	55.4	1.00	0.83	11.6	8.7	24.4
North													
Left	211	13.8	0.893	60.1	3.51	LOS E	37.6	275.1	1.00	1.02	12.3	4.3	13.9
Through	1593	0.7	0.893	50.9	22.53	LOS D	39.2	276.3	1.00	1.03	11.0	29.8	99.9
Right	82	2.6	0.392	62.4	1.42	LOS E	4.6	32.9	0.97	0.77	10.1	1.7	4.9
Approach	1885	2.2	0.893	52.4	27.46	LOS D	39.2	276.3	1.00	1.02	11.2	35.7	118.7
West													
Left	215	1.7	0.899	74.0	4.42	LOS E	20.2	145.5	1.00	1.02	19.9	6.5	16.7
Through	129	8.6	0.899	65.8	2.37	LOS E	20.3	145.5	1.00	1.02	21.5	3.9	9.9
Right	555	0.5	0.899	69.0	10.64	LOS E	20.3	144.0	1.00	0.96	20.9	16.3	41.1
Approach	899	2.0	0.899	69.8	17.42	LOS E	20.3	145.5	1.00	0.98	20.7	26.7	67.7
All Vehicles	5075	1.7	0.899	54.2	76.43	LOS D	39.2	276.3	1.00	0.97	19.0	116.7	333.3

A.2 Northbourne Avenue – Alinga Street

A.2.1 Existing

Northbourne Avenue - Alinga Street							2011	AM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	130	7.4	1.000	35.4	1.28	LOS D	3.7	27.7	1.00	0.80	21.0	2.0	4.8
Through	1694	1.8	0.552	18.1	8.52	LOS B	21.5	152.8	0.68	0.62	23.7	15.6	59.6
Right	6	100.0	0.552	27.9	0.05	LOS C	21.3	152.8	0.68	0.92	27.3	0.1	0.3
Approach	1831	2.6	1.000	19.4	9.85	LOS B	21.5	152.8	0.71	0.63	23.4	17.6	64.7
East													
Left	12	81.8	0.559	61.9	0.20	LOS E	0.6	7.5	0.88	0.75	9.8	0.2	0.7
Through	47	93.3	0.285	44.5	0.58	LOS D	2.7	32.8	0.83	0.64	17.3	0.8	2.4
Right	6	50.0	0.285	53.3	0.09	LOS D	2.7	32.8	0.83	0.79	11.9	0.1	0.3
Approach	65	87.1	0.559	48.4	0.88	LOS D	2.7	32.8	0.84	0.68	15.3	1.2	3.4
North													
Left	15	85.7	0.793	25.4	0.10	LOS C	29.7	213.2	0.67	1.04	38.6	0.2	0.7
Through	2407	1.5	0.793	14.9	9.94	LOS B	30.3	214.7	0.67	0.62	40.7	35.9	96.7
Right	27	0.0	0.793	22.7	0.17	LOS C	30.3	214.7	0.67	0.92	38.6	0.4	1.2
Approach	2449	2.0	0.793	15.0	10.22	LOS B	30.3	214.7	0.67	0.62	40.6	36.6	98.6
West													
Left	68	2.9	1.000	63.2	1.19	LOS E	3.9	27.7	0.95	0.76	14.4	1.6	4.2
Through	44	94.7	0.980	96.7	1.18	LOS F	15.4	134.6	1.00	1.21	9.5	1.5	3.9
Right	142	11.1	0.980	104.5	4.12	LOS F	15.4	134.6	1.00	1.21	9.6	4.9	13.1
Approach	254	22.0	1.000	92.1	6.49	LOS F	15.4	134.6	0.99	1.09	10.5	7.9	21.2
All Vehicles	4599	4.5	1.000	21.5	27.43	LOS C	30.3	214.7	0.70	0.65	31.6	63.3	188.0

Northbourne Avenue - Alinga Street							2011	PM	Existing				
Staged pedestrian crossing across Northbourne/Vernon													
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	104	6.1	0.548	25.2	0.73	LOS C	1.9	14.2	0.51	0.74	25.8	1.3	2.9
Through	1778	0.5	0.584	14.0	6.89	LOS B	17.4	123.0	0.50	0.45	27.6	14.1	49.7
Right	5	100.0	0.584	23.8	0.03	LOS C	17.4	123.0	0.50	0.94	29.3	0.1	0.2
Approach	1887	1.1	0.584	14.6	7.66	LOS B	17.4	123.0	0.50	0.47	27.4	15.4	52.8
East													
Left	13	58.3	0.582	66.6	0.23	LOS E	0.7	7.8	0.89	0.75	9.1	0.3	0.8
Through	39	89.2	0.258	49.7	0.54	LOS D	2.4	28.7	0.85	0.65	16.0	0.7	2.2
Right	5	40.0	0.258	58.3	0.09	LOS E	2.4	28.7	0.85	0.77	11.0	0.1	0.3
Approach	57	77.8	0.582	54.3	0.86	LOS D	2.4	28.7	0.86	0.68	13.9	1.1	3.3
North													
Left	15	85.7	0.556	30.8	0.13	LOS C	22.8	163.4	0.70	1.01	35.3	0.3	0.7
Through	1624	0.7	0.556	20.2	9.10	LOS C	23.2	163.4	0.70	0.63	36.9	26.7	71.9
Right	47	4.4	0.556	27.9	0.37	LOS C	23.0	162.5	0.70	0.90	35.4	0.8	2.3
Approach	1686	1.5	0.556	20.5	9.59	LOS C	23.2	163.4	0.70	0.64	36.9	27.7	74.9
West													
Left	68	1.4	1.000	63.2	1.20	LOS E	3.9	27.7	0.95	0.76	14.4	1.6	4.3
Through	45	97.1	0.623	56.9	0.72	LOS E	8.9	83.6	0.98	0.81	14.1	1.0	2.9
Right	99	21.3	0.623	64.8	1.78	LOS E	8.9	83.6	0.98	0.82	14.2	2.3	6.5
Approach	213	27.2	1.000	62.6	3.70	LOS E	8.9	83.6	0.97	0.80	14.3	4.9	13.7
All Vehicles	3843	3.9	1.000	20.4	21.80	LOS C	23.2	163.4	0.62	0.56	31.1	49.2	144.6

Northbourne Avenue - Alinga Street							2016	AM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	101	7.4	0.777	41.3	1.16	LOS D	3.7	27.7	0.76	0.85	18.9	1.7	4.4
Through	1733	1.8	0.565	18.3	8.81	LOS B	22.2	158.1	0.69	0.62	23.5	16.1	61.5
Right	9	100.0	0.565	28.1	0.07	LOS C	21.9	158.1	0.69	0.92	27.2	0.1	0.4
Approach	1843	2.6	0.777	19.6	10.04	LOS B	22.2	158.1	0.69	0.64	23.1	17.9	66.4
East													
Left	5	81.8	0.248	58.5	0.08	LOS E	0.3	3.2	0.87	0.65	10.3	0.1	0.3
Through	40	93.3	0.318	46.1	0.68	LOS D	3.1	37.4	0.86	0.67	16.8	0.7	2.3
Right	7	50.0	0.318	54.9	0.11	LOS D	3.1	37.4	0.86	0.78	11.6	0.1	0.4
Approach	65	85.3	0.318	49.2	0.89	LOS D	3.1	37.4	0.86	0.68	15.4	1.0	3.0
North													
Left	18	85.7	0.808	25.7	0.13	LOS C	31.1	223.9	0.69	1.03	38.5	0.3	0.8
Through	2462	1.5	0.808	15.1	10.30	LOS B	31.7	224.6	0.69	0.63	40.5	36.9	100.9
Right	16	0.0	0.808	22.9	0.10	LOS C	31.7	224.6	0.69	0.92	38.6	0.3	0.7
Approach	2496	2.1	0.808	15.2	10.53	LOS B	31.7	224.6	0.69	0.64	40.5	37.4	102.4
West													
Left	43	2.9	0.636	64.0	0.77	LOS E	2.5	17.8	0.93	0.79	14.3	1.0	2.7
Through	34	94.7	0.723	60.2	0.56	LOS E	8.6	76.4	1.00	0.88	13.5	0.8	2.2
Right	104	11.1	0.723	68.0	1.97	LOS E	8.6	76.4	1.00	0.88	13.7	2.5	7.0
Approach	181	24.7	0.723	65.6	3.30	LOS E	8.6	76.4	0.98	0.86	13.8	4.3	11.9
All Vehicles	4585	4.4	0.808	19.4	24.74	LOS B	31.7	224.6	0.70	0.65	33.0	60.6	183.7

Northbourne Avenue - Alinga Street							2016	PM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	108	6.1	0.574	26.1	0.78	LOS C	2.0	14.9	0.54	0.74	25.3	1.3	3.0
Through	1842	0.5	0.605	14.2	7.27	LOS B	18.6	131.0	0.51	0.47	27.3	14.7	52.7
Right	5	100.0	0.605	24.0	0.04	LOS C	18.5	131.0	0.51	0.94	29.2	0.1	0.2
Approach	1956	1.1	0.605	14.9	8.09	LOS B	18.6	131.0	0.51	0.48	27.1	16.1	55.9
East													
Left	12	58.3	0.533	65.3	0.21	LOS E	0.7	7.1	0.89	0.73	9.3	0.2	0.7
Through	41	89.2	0.297	51.5	0.59	LOS D	2.6	30.9	0.86	0.66	15.6	0.8	2.3
Right	5	40.0	0.297	60.1	0.09	LOS E	2.6	30.9	0.86	0.78	10.7	0.1	0.3
Approach	58	78.5	0.533	55.0	0.88	LOS E	2.6	30.9	0.87	0.69	13.8	1.1	3.4
North													
Left	16	85.7	0.570	31.0	0.14	LOS C	23.5	169.1	0.70	1.01	35.2	0.3	0.8
Through	1656	0.7	0.570	20.4	9.37	LOS C	24.0	169.1	0.70	0.64	36.8	27.3	73.9
Right	54	4.4	0.570	28.2	0.42	LOS C	23.8	168.1	0.70	0.90	35.3	0.9	2.6
Approach	1725	1.6	0.570	20.7	9.93	LOS C	24.0	169.1	0.70	0.65	36.7	28.5	77.3
West													
Left	68	1.4	1.000	63.2	1.20	LOS E	3.9	27.7	0.95	0.76	14.4	1.6	4.3
Through	57	97.1	0.674	58.2	0.92	LOS E	10.0	92.0	0.99	0.84	13.8	1.3	3.7
Right	101	21.3	0.674	66.1	1.86	LOS E	10.0	92.0	0.99	0.85	14.0	2.4	6.8
Approach	226	26.3	1.000	63.2	3.98	LOS E	10.0	92.0	0.98	0.82	14.1	5.3	14.8
All Vehicles	3965	3.9	1.000	20.8	22.88	LOS C	24.0	169.1	0.63	0.58	30.8	51.1	151.3

Northbourne Avenue - Alinga Street							2031	AM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	130	7.4	1.000	35.4	1.28	LOS D	3.7	27.7	1.00	0.80	21.0	2.0	4.8
Through	1789	1.8	0.587	18.6	9.27	LOS B	23.5	167.2	0.70	0.64	23.2	16.8	64.6
Right	3	100.0	0.587	28.4	0.02	LOS C	23.4	167.2	0.70	0.93	27.1	0.0	0.1
Approach	1922	2.5	1.000	19.8	10.57	LOS B	23.5	167.2	0.72	0.65	22.9	18.8	69.6
East													
Left	6	81.8	0.303	58.6	0.10	LOS E	0.3	3.9	0.87	0.66	10.3	0.1	0.3
Through	59	93.3	0.366	46.4	0.76	LOS D	3.4	41.7	0.86	0.68	16.8	1.1	3.1
Right	6	50.0	0.366	55.2	0.10	LOS E	3.4	41.7	0.86	0.79	11.6	0.1	0.3
Approach	72	88.5	0.366	48.3	0.96	LOS D	3.4	41.7	0.86	0.68	15.7	1.3	3.8
North													
Left	15	85.7	0.854	29.1	0.12	LOS C	38.2	274.2	0.75	1.03	36.5	0.2	0.7
Through	2556	1.5	0.854	18.6	13.17	LOS B	39.1	276.9	0.76	0.72	37.8	41.0	118.0
Right	67	0.0	0.854	26.7	0.50	LOS C	39.1	276.9	0.77	0.94	36.2	1.1	3.4
Approach	2638	1.9	0.854	18.8	13.79	LOS B	39.1	276.9	0.76	0.73	37.8	42.4	122.1
West													
Left	68	2.9	1.000	63.2	1.19	LOS E	3.9	27.7	0.95	0.76	14.4	1.6	4.2
Through	130	94.7	1.615	629.3	22.78	LOS F	68.4	568.4	1.00	2.42	1.8	23.7	43.1
Right	175	11.1	1.615	637.1	30.92	LOS F	68.4	568.4	1.00	2.42	1.8	31.9	58.2
Approach	373	18.4	1.615	530.3	54.89	LOS F	68.4	568.4	0.99	2.12	2.1	57.1	105.6
All Vehicles	5004	4.6	1.615	57.7	80.21	LOS E	68.4	568.4	0.76	0.80	18.2	119.6	301.2

Northbourne Avenue - Alinga Street							2031	PM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	172	6.1	0.927	41.0	1.95	LOS D	3.8	27.7	0.92	0.83	19.0	2.8	6.0
Through	1852	0.5	0.608	14.2	7.32	LOS B	18.7	131.8	0.52	0.47	27.3	14.8	53.1
Right	4	100.0	0.608	24.0	0.03	LOS C	18.6	131.8	0.52	0.94	29.2	0.0	0.2
Approach	2027	1.2	0.927	16.5	9.30	LOS B	18.7	131.8	0.55	0.50	25.9	17.7	59.2
East													
Left	9	58.3	0.435	63.7	0.17	LOS E	0.5	5.7	0.89	0.69	9.5	0.2	0.6
Through	48	89.2	0.361	53.4	0.72	LOS D	3.0	36.6	0.89	0.69	15.2	1.0	2.9
Right	4	40.0	0.361	62.0	0.07	LOS E	3.0	36.6	0.89	0.78	10.5	0.1	0.3
Approach	62	81.2	0.435	55.6	0.96	LOS E	3.0	36.6	0.89	0.69	14.0	1.2	3.7
North													
Left	12	85.7	0.585	31.3	0.10	LOS C	24.6	175.8	0.71	1.01	35.1	0.2	0.6
Through	1682	0.7	0.585	20.6	9.64	LOS C	24.9	175.8	0.71	0.65	36.6	27.9	75.8
Right	80	4.4	0.585	28.4	0.63	LOS C	24.7	174.6	0.71	0.89	35.1	1.4	3.9
Approach	1774	1.4	0.585	21.1	10.38	LOS C	24.9	175.8	0.71	0.66	36.5	29.5	80.3
West													
Left	68	1.4	1.000	63.2	1.20	LOS E	3.9	27.7	0.95	0.76	14.4	1.6	4.3
Through	109	97.1	1.141	212.9	6.42	LOS F	35.5	311.3	1.00	1.52	4.8	7.2	16.6
Right	164	21.3	1.141	220.9	10.08	LOS F	35.5	311.3	1.00	1.52	5.0	10.9	25.4
Approach	341	24.0	1.141	186.8	17.70	LOS F	35.5	311.3	0.99	1.37	5.7	19.7	46.3
All Vehicles	4204	4.3	1.141	32.8	38.33	LOS C	35.5	311.3	0.66	0.64	24.4	68.2	189.5

A.2.2 Proposed (Staged)

Northbourne Avenue - Alinga Street							2016	AM	Staged - Improved				
Staged pedestrian crossing across Northbourne/Vernon							Percentile	Back of Queue					
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	101	7.4	0.546	23.2	0.65	LOS C	21.0	150.3	0.62	0.87	27.9	1.1	3.9
Through	1733	1.8	0.546	14.8	7.12	LOS B	22.1	157.3	0.62	0.56	26.4	14.3	56.6
Approach	1834	2.1	0.546	15.3	7.77	LOS B	22.1	157.3	0.62	0.58	26.5	15.5	60.5
East													
Left	4	81.8	0.237	69.4	0.08	LOS E	0.3	3.1	0.93	0.64	8.9	0.1	0.3
Through	40	100.0	0.532	60.1	0.89	LOS E	3.8	47.1	0.96	0.75	13.7	1.0	2.8
Right	7	50.0	0.532	68.9	0.14	LOS E	3.8	47.1	0.96	0.78	9.5	0.2	0.5
Approach	65	89.4	0.532	62.7	1.14	LOS E	3.8	47.1	0.96	0.74	12.8	1.2	3.6
North													
Left	18	85.7	0.690	19.5	0.10	LOS B	20.2	145.7	0.43	1.12	42.3	0.3	0.7
Through	2462	1.5	0.690	8.8	6.05	LOS A	20.5	145.7	0.43	0.40	46.7	32.0	73.7
Approach	2480	2.1	0.690	8.9	6.15	LOS A	20.5	145.7	0.43	0.40	46.6	32.2	74.3
West													
Left	43	2.9	0.655	65.8	0.79	LOS E	2.6	18.5	0.93	0.80	14.0	1.0	2.8
Through	34	94.7	0.673	60.3	0.56	LOS E	8.7	77.7	1.00	0.85	13.5	0.8	2.2
Right	104	11.1	0.673	68.3	1.98	LOS E	8.7	77.7	1.00	0.85	13.6	2.5	7.1
Approach	181	24.7	0.673	66.2	3.33	LOS E	8.7	77.7	0.98	0.83	13.7	4.3	12.1
All Vehicles	4560	4.3	0.690	14.5	18.36	LOS B	22.1	157.3	0.54	0.49	37.3	53.3	150.4

Northbourne Avenue - Alinga Street Staged pedestrian crossing across Northbourne/Vernon							2016	PM	Staged - Improved				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	108	6.4	0.654	22.1	0.67	LOS C	18.5	131.2	0.55	0.87	28.5	1.2	3.7
Through	1842	0.5	0.654	13.8	7.04	LOS B	19.7	138.2	0.55	0.50	27.5	14.6	52.3
Approach	1951	0.8	0.654	14.2	7.70	LOS B	19.7	138.2	0.55	0.52	27.6	15.8	56.1
East													
Left	12	58.3	0.508	63.6	0.20	LOS E	0.6	6.7	0.92	0.72	9.5	0.2	0.7
Through	41	89.2	0.333	50.4	0.57	LOS D	2.5	29.6	0.90	0.69	15.8	0.8	2.3
Right	5	40.0	0.333	59.0	0.09	LOS E	2.5	29.6	0.90	0.77	10.9	0.1	0.3
Approach	58	78.5	0.508	53.8	0.87	LOS D	2.5	29.6	0.90	0.70	14.0	1.1	3.3
North													
Left	16	85.7	0.525	28.8	0.13	LOS C	20.1	144.2	0.68	1.01	36.5	0.3	0.7
Through	1656	0.7	0.525	18.1	8.33	LOS B	20.4	144.2	0.68	0.61	38.3	26.2	67.7
Approach	1672	1.5	0.525	18.2	8.45	LOS B	20.4	144.2	0.68	0.62	38.3	26.5	68.4
West													
Left	76	1.4	1.000	57.2	1.21	LOS E	3.9	27.7	0.95	0.76	15.5	1.6	4.4
Through	49	97.1	0.584	49.7	0.68	LOS D	8.3	77.4	0.97	0.79	15.4	1.0	2.8
Right	101	21.3	0.584	57.9	1.62	LOS E	8.3	77.4	0.97	0.82	15.5	2.1	6.1
Approach	226	26.3	1.000	55.9	3.51	LOS E	8.3	77.4	0.96	0.79	15.5	4.8	13.2
All Vehicles	3906	3.7	1.000	18.9	20.53	LOS B	20.4	144.2	0.64	0.58	31.9	48.2	141.0

Northbourne Avenue - Alinga Street														
Staged pedestrian crossing across Northbourne/Vernon							2031	AM	Staged - Improved					
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index	
South														
Left	199	7.4	0.646	29.2	1.62	LOS C	25.7	185.7	0.74	0.88	24.3	2.6	8.9	
Through	1724	1.8	0.646	20.8	9.95	LOS C	28.5	202.4	0.74	0.68	21.6	17.4	68.1	
Approach	1923	2.4	0.646	21.7	11.57	LOS C	28.5	202.4	0.74	0.70	22.0	19.9	77.0	
East														
Left	6	81.8	0.348	69.8	0.12	LOS E	0.4	4.5	0.93	0.65	8.8	0.1	0.4	
Through	59	100.0	0.574	59.5	0.97	LOS E	4.1	51.9	0.96	0.76	14.1	1.4	3.8	
Right	6	50.0	0.574	68.4	0.12	LOS E	4.1	51.9	0.96	0.79	9.7	0.1	0.4	
Approach	72	94.0	0.574	61.2	1.22	LOS E	4.1	51.9	0.96	0.75	13.3	1.7	4.6	
North														
Left	15	85.7	0.793	26.4	0.11	LOS C	32.9	235.8	0.67	1.04	38.0	0.2	0.7	
Through	2556	1.5	0.793	15.7	11.17	LOS B	33.2	235.8	0.67	0.62	40.0	38.7	106.3	
Approach	2571	2.0	0.793	15.8	11.28	LOS B	33.2	235.8	0.67	0.62	40.0	38.9	107.0	
West														
Left	72	2.9	1.000	60.3	1.20	LOS E	3.9	27.7	0.96	0.76	15.0	1.6	4.3	
Through	126	94.7	1.010	113.6	3.99	LOS F	28.5	237.5	1.00	1.21	8.3	4.9	12.8	
Right	175	11.1	1.010	121.5	5.90	LOS F	28.5	237.5	1.00	1.21	8.4	6.8	18.2	
Approach	373	18.4	1.010	107.1	11.08	LOS F	28.5	237.5	0.99	1.13	9.1	13.3	35.3	
All Vehicles	4938	4.7	1.010	25.6	35.15	LOS C	33.2	237.5	0.73	0.69	29.0	73.9	223.9	

Northbourne Avenue - Alinga Street													
Staged pedestrian crossing across Northbourne/Vernon							2031	PM	Staged - Improved				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	172	6.4	0.686	22.5	1.07	LOS C	19.7	140.1	0.58	0.86	28.2	1.9	6.1
Through	1852	0.5	0.686	14.1	7.28	LOS B	21.6	151.7	0.58	0.53	27.0	15.0	54.7
Approach	2023	1.0	0.686	14.9	8.35	LOS B	21.6	151.7	0.58	0.56	27.1	16.9	60.7
East													
Left	9	58.3	0.415	62.5	0.16	LOS E	0.5	5.4	0.92	0.68	9.6	0.2	0.5
Through	48	89.2	0.381	50.8	0.68	LOS D	2.8	34.3	0.91	0.70	15.7	0.9	2.7
Right	4	40.0	0.381	59.4	0.07	LOS E	2.8	34.3	0.91	0.78	10.9	0.1	0.2
Approach	62	81.2	0.415	53.1	0.92	LOS D	2.8	34.3	0.91	0.70	14.4	1.2	3.5
North													
Left	12	85.7	0.531	28.8	0.09	LOS C	20.5	146.5	0.69	1.01	36.5	0.2	0.5
Through	1682	0.7	0.531	18.2	8.50	LOS B	20.8	146.5	0.69	0.62	38.3	26.6	69.0
Approach	1694	1.3	0.531	18.3	8.59	LOS B	20.8	146.5	0.69	0.62	38.3	26.8	69.6
West													
Left	76	1.4	1.000	57.2	1.21	LOS E	3.9	27.7	0.95	0.76	15.5	1.6	4.4
Through	101	97.1	1.008	108.4	3.03	LOS F	23.5	207.6	1.00	1.25	8.6	3.8	9.7
Right	164	21.3	1.008	116.5	5.32	LOS F	23.5	207.6	1.00	1.25	8.7	6.2	16.3
Approach	341	24.0	1.008	100.9	9.56	LOS F	23.5	207.6	0.99	1.14	9.6	11.6	30.4
All Vehicles	4120	4.2	1.008	24.0	27.42	LOS C	23.5	207.6	0.66	0.63	28.6	56.5	164.2

A.3 Northbourne Avenue – Bunda/Rudd Street

A.3.1 Existing

Northbourne Avenue - Bunda Street							2011	AM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	136	1.6	0.646	22.0	0.83	LOS C	27.0	192.4	0.64	0.91	23.9	1.3	5.1
Through	1378	2.1	0.646	13.7	5.26	LOS B	28.7	204.5	0.64	0.59	29.0	11.5	46.5
Right	239	1.3	2.777	1724.5	114.46	LOS F	82.5	583.7	1.00	2.64	0.5	115.4	169.4
Approach	1753	2.0	2.777	247.6	120.55	LOS F	82.5	583.7	0.69	0.90	3.3	128.2	221.0
East													
Left	25	4.2	0.284	67.4	0.47	LOS E	1.5	10.7	0.95	0.71	8.8	0.5	1.6
Through	58	0.0	1.353	396.8	20.12	LOS F	40.1	287.1	1.00	1.86	1.7	6.7	27.2
Right	42	2.5	1.353	404.6	4.73	LOS F	40.1	287.1	1.00	1.86	1.9	4.9	9.9
Approach	249	2.9	1.353	367.8	25.49	LOS F	40.1	287.1	0.99	1.63	2.1	12.1	38.7
North													
Left	54	7.8	0.772	14.3	0.21	LOS B	19.9	142.2	0.38	0.95	44.5	0.7	1.8
Through	2259	1.8	0.772	9.0	5.67	LOS A	21.5	152.9	0.45	0.42	46.3	29.6	70.2
Right	51	0.0	0.772	27.2	0.38	LOS C	21.2	150.7	0.70	0.92	35.7	0.9	2.4
Approach	2363	1.9	0.772	9.5	6.27	LOS A	21.5	152.9	0.46	0.45	46.0	31.2	74.4
West													
Left	82	1.3	0.697	75.1	1.71	LOS E	5.5	38.9	1.00	0.85	8.8	2.0	5.8
Through	73	0.0	1.085	164.7	3.32	LOS F	16.4	115.0	1.00	1.30	3.9	3.7	8.9
Right	78	0.0	1.085	172.6	3.73	LOS F	16.4	115.0	1.00	1.30	4.0	4.0	9.8
Approach	233	0.5	1.085	135.7	8.77	LOS F	16.4	115.0	1.00	1.14	4.9	9.6	24.5
All Vehicles	4598	1.9	2.777	126.0	160.90	LOS F	82.5	583.7	0.60	0.67	10.6	181.1	358.6

Northbourne Avenue - Bunda Street Staged pedestrian crossing across Northbourne/Vernon							2011	PM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	62	0.0	0.829	32.4	0.56	LOS C	21.9	154.2	0.89	0.97	18.5	0.7	2.5
Through	1685	0.7	0.829	24.3	11.40	LOS C	22.8	160.7	0.89	0.87	21.1	19.4	63.7
Right	113	1.9	0.829	32.7	1.02	LOS C	22.8	160.7	0.90	0.97	18.9	1.4	4.6
Approach	1860	0.7	0.829	25.1	12.98	LOS C	22.8	160.7	0.89	0.88	20.9	21.5	70.8
East													
Left	45	1.8	0.284	37.1	0.46	LOS D	1.5	10.4	0.85	0.73	14.3	0.6	1.7
Through	82	1.3	0.845	41.6	2.49	LOS D	12.4	88.3	1.00	1.00	11.7	1.4	5.4
Right	68	1.5	0.845	49.4	0.94	LOS D	12.4	88.3	1.00	1.00	12.6	1.2	3.4
Approach	328	1.6	0.845	45.0	4.10	LOS D	12.4	88.3	0.97	0.94	12.5	3.1	10.5
North													
Left	59	5.4	0.688	28.9	0.47	LOS C	15.8	112.0	0.88	0.90	35.2	1.0	2.5
Through	1427	1.4	0.688	20.9	8.30	LOS C	16.8	119.2	0.88	0.78	36.0	24.1	57.0
Right	44	11.9	0.688	29.0	0.36	LOS C	16.6	118.8	0.88	0.89	35.2	0.8	1.9
Approach	1531	1.9	0.688	21.5	9.13	LOS C	16.8	119.2	0.88	0.79	35.9	25.9	61.5
West													
Left	117	0.9	0.609	44.7	1.45	LOS D	4.6	32.5	0.98	0.83	13.4	1.9	5.2
Through	84	2.5	0.709	39.7	0.93	LOS D	6.5	46.0	1.00	0.87	12.4	1.3	3.7
Right	75	0.0	0.709	47.6	0.99	LOS D	6.5	46.0	1.00	0.87	12.6	1.2	3.5
Approach	276	1.1	0.709	44.0	3.37	LOS D	6.5	46.0	0.99	0.85	12.9	4.4	12.4
All Vehicles	3995	1.3	0.845	26.5	29.37	LOS C	22.8	160.7	0.90	0.82	26.8	54.9	155.2

Northbourne Avenue - Bunda Street							2016	AM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	156	1.6	0.659	22.2	0.96	LOS C	27.7	197.4	0.65	0.91	23.7	1.5	5.9
Through	1381	2.1	0.659	13.9	5.35	LOS B	29.7	211.6	0.65	0.60	28.8	11.7	47.2
Right	232	1.3	2.659	1617.7	104.07	LOS F	78.6	556.5	1.00	2.61	0.5	104.9	156.5
Approach	1768	2.0	2.659	224.7	110.38	LOS F	78.6	556.5	0.70	0.89	3.6	118.1	209.6
East													
Left	25	4.2	0.284	67.4	0.47	LOS E	1.5	10.7	0.95	0.71	8.8	0.5	1.6
Through	51	0.0	1.375	416.4	22.81	LOS F	41.9	300.7	1.00	1.89	1.6	6.1	29.2
Right	32	2.5	1.375	424.3	3.72	LOS F	41.9	300.7	1.00	1.89	1.8	3.8	7.7
Approach	254	3.2	1.375	386.0	27.20	LOS F	41.9	300.7	0.99	1.62	2.1	10.5	38.4
North													
Left	35	7.8	0.736	14.1	0.14	LOS B	17.4	123.9	0.35	0.96	44.6	0.5	1.1
Through	2268	1.8	0.736	8.4	5.28	LOS A	20.6	146.3	0.42	0.39	47.1	29.2	66.6
Right	38	0.0	0.736	23.6	0.25	LOS C	20.6	146.3	0.62	0.92	37.9	0.6	1.7
Approach	2341	1.9	0.736	8.7	5.66	LOS A	20.6	146.3	0.42	0.40	46.9	30.3	69.3
West													
Left	71	1.3	0.576	72.3	1.42	LOS E	4.6	32.2	1.00	0.79	9.1	1.7	4.8
Through	60	0.0	1.167	233.3	3.89	LOS F	21.3	149.4	1.00	1.45	2.8	4.2	9.4
Right	101	0.0	1.167	241.1	6.77	LOS F	21.3	149.4	1.00	1.45	2.9	7.1	16.1
Approach	232	0.4	1.167	187.7	12.07	LOS F	21.3	149.4	1.00	1.25	3.7	12.9	30.3
All Vehicles	4595	1.9	2.659	121.5	155.11	LOS F	78.6	556.5	0.59	0.65	11.1	171.7	347.7

Northbourne Avenue - Bunda Street							2016	PM	Existing				
Turn	Demand Flow veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Total Delay veh-h/h	Level of Service	Percentile Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	Tot. Travel Time veh-h/h	Perf. Index
South													
Left	78	0.0	0.839	32.3	0.70	LOS C	23.0	161.5	0.89	0.98	18.6	0.9	3.2
Through	1727	0.7	0.839	24.2	11.63	LOS C	24.0	169.6	0.89	0.88	21.1	19.9	65.8
Right	129	1.9	0.839	32.7	1.18	LOS C	24.0	169.6	0.90	0.98	18.8	1.6	5.3
Approach	1935	0.8	0.839	25.1	13.51	LOS C	24.0	169.6	0.89	0.89	20.9	22.4	74.2
East													
Left	44	1.8	0.284	38.1	0.47	LOS D	1.5	10.4	0.87	0.73	14.0	0.6	1.7
Through	76	1.3	0.842	41.5	2.62	LOS D	12.2	86.8	1.00	1.00	11.7	1.3	5.3
Right	52	1.5	0.842	49.3	0.71	LOS D	12.2	86.8	1.00	1.00	12.6	0.9	2.6
Approach	323	1.6	0.842	44.9	4.03	LOS D	12.2	86.8	0.97	0.93	12.5	2.8	9.6
North													
Left	45	5.4	0.658	28.2	0.35	LOS C	15.2	107.9	0.85	0.90	35.6	0.8	1.9
Through	1427	1.4	0.658	20.0	7.93	LOS B	16.1	114.0	0.85	0.76	36.6	23.6	55.7
Right	37	11.9	0.658	28.0	0.29	LOS C	15.9	113.7	0.86	0.89	35.8	0.6	1.6
Approach	1509	1.8	0.658	20.4	8.57	LOS C	16.1	114.0	0.85	0.76	36.6	25.0	59.2
West													
Left	102	0.9	0.508	43.3	1.23	LOS D	3.9	27.4	0.96	0.79	13.8	1.6	4.4
Through	82	2.5	0.765	40.6	0.93	LOS D	7.5	52.7	1.00	0.91	12.2	1.3	3.7
Right	96	0.0	0.765	48.4	1.29	LOS D	7.5	52.7	1.00	0.91	12.4	1.6	4.6
Approach	280	1.1	0.765	44.3	3.44	LOS D	7.5	52.7	0.98	0.87	12.8	4.5	12.7
All Vehicles	4047	1.2	0.842	26.1	29.32	LOS C	24.0	169.6	0.89	0.81	27.0	54.7	155.7



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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Friday, 20 May 2011 3:52 PM
To: Catbagan, Jerome
Cc: Baxter, Rod; Michael Spackman; Chris Houghton
Subject: FW: Option 1 Amended
Attachments: 01 Option 1.PDF

Jerome,

Further to the Option 1 issued on Wednesday - we have made some minor changes in discussion with Rod Baxter - pedestrian crossings at Ainslie and University Ave vistas have been deleted - and the pedestrian crossing to Constitution and Edinburgh Ave moved to the other side of the intersection.

In discussing this option with Rod - I mentioned that you had questioned the value in reducing Vernon Circle to two lanes at the Constitution and Edinburgh Ave intersections - can you please provide a brief commentary on the pros and cons of the intersection as drawn,

regards

Andrew Nimmo
Director

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architects

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Please consider the environment before printing this e-mail

From: Ksenia Totoeva
Sent: Friday, 20 May 2011 3:35 PM
To: Andrew Nimmo
Subject: Option 1 Amended

Ksenia Totoeva
Graduate

lahznimmo architects

Lahz Nimmo Architects Pty Ltd
ABN: 33 075 924 097

Suite 404, Flourmill Studios
3 Gladstone St
Newtown NSW 2042
Australia

T: 02 9550 5200
F: 02 9550 5233
W: www.lahznimmo.com
E: k.totoeva@lahznimmo.com

Nominated Architects
Annabel Lahz #5624
Andrew Nimmo #5627



green building council australia
MEMBER

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Thursday, 26 May 2011 6:04 PM
To: Catbagan, Jerome
Cc: Michael Spackman; Chris Houghton; Baxter, Rod
Subject: RE: Northbourne Avenue Intersection Analysis
Attachments: 01 Option 1.PDF

Jerome,

Yes - proceed with the intersection analysis on the basis the attached Option - you will note that I have removed the dedicated left in left out and maintained 3 lanes to Vernon Circle.

regards

Andrew Nimmo
 Director

lahznimmo
architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
 Newtown NSW 2042 Australia

T 02 9550 5200
 F 02 9550 5233

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 www.lahznimmo.com

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Please consider the environment before printing this e-mail

From: Catbagan, Jerome [mailto:Jerome.Catbagan@smec.com]
Sent: Thursday, 26 May 2011 9:30 AM
To: Andrew Nimmo
Subject: RE: Northbourne Avenue Intersection Analysis

Hi Andrew,

I remember during our last phone conversation that you agreed for us to proceed with the intersection analysis. Can you confirm this please? We'll be using the last sketch you've sent us (thru email on 20 May) as our reference.

Regards,
 Jerome

From: Catbagan, Jerome
Sent: Tuesday, 17 May 2011 10:29 AM
To: 'Andrew Nimmo'
Subject: Northbourne Avenue Intersection Analysis

Hi Andrew,

Can we proceed with the analysis of the three intersections at Northbourne Ave (London Cct, Alinga St and Bunda/Rudd St) using the configurations in your most recent sketch?

How did you meeting with LaPS go?

Regards,

Jerome Catbagan | Traffic & Transport Planning Manager, ACT
SMEC Australia Pty Ltd
Suite 2, Level 1, 243 Northbourne Ave, Lyneham ACT 2602
T +61 2 6234 1958 | F +61 2 6234 1966 | M
jerome.catbagan@smec.com | www.smec.com

SMEC SNOWY MOUNTAINS ENGINEERING CORPORATION
High Quality Consulting and Development Solutions

Celebrating 40 years 1970 – 2010

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Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Friday, 20 May 2011 3:40 PM
To: Baxter, Rod
Cc: Michael Spackman; Chris Houghton
Subject: FW: Option 1 Amended
Attachments: 01 Option 1.PDF

Rod,

As discussed - please see modified Option 1 with pedestrian crossings altered,

regards

Andrew Nimmo
 Director

 **lahznimmo**
 architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
 Newtown NSW 2042 Australia

T 02 9550 5200
 F 02 9550 5233

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Please consider the environment before printing this e-mail

From: Ksenia Totoeva
Sent: Friday, 20 May 2011 3:35 PM
To: Andrew Nimmo
Subject: Option 1 Amended

Ksenia Totoeva
 Graduate

lahznimmo
 architects

Lahz Nimmo Architects Pty Ltd
 ABN: 33 075 924 097

Suite 404, Flourmill Studios
 3 Gladstone St

T: 02 9550 5200
 F: 02 9550 5233

Nominated Architects
 Annabel Lahz #5624

Newtown NSW 2042
Australia

W: www.lahznimmo.com
E: k.totoeva@lahznimmo.com

Andrew Nimmo #5627

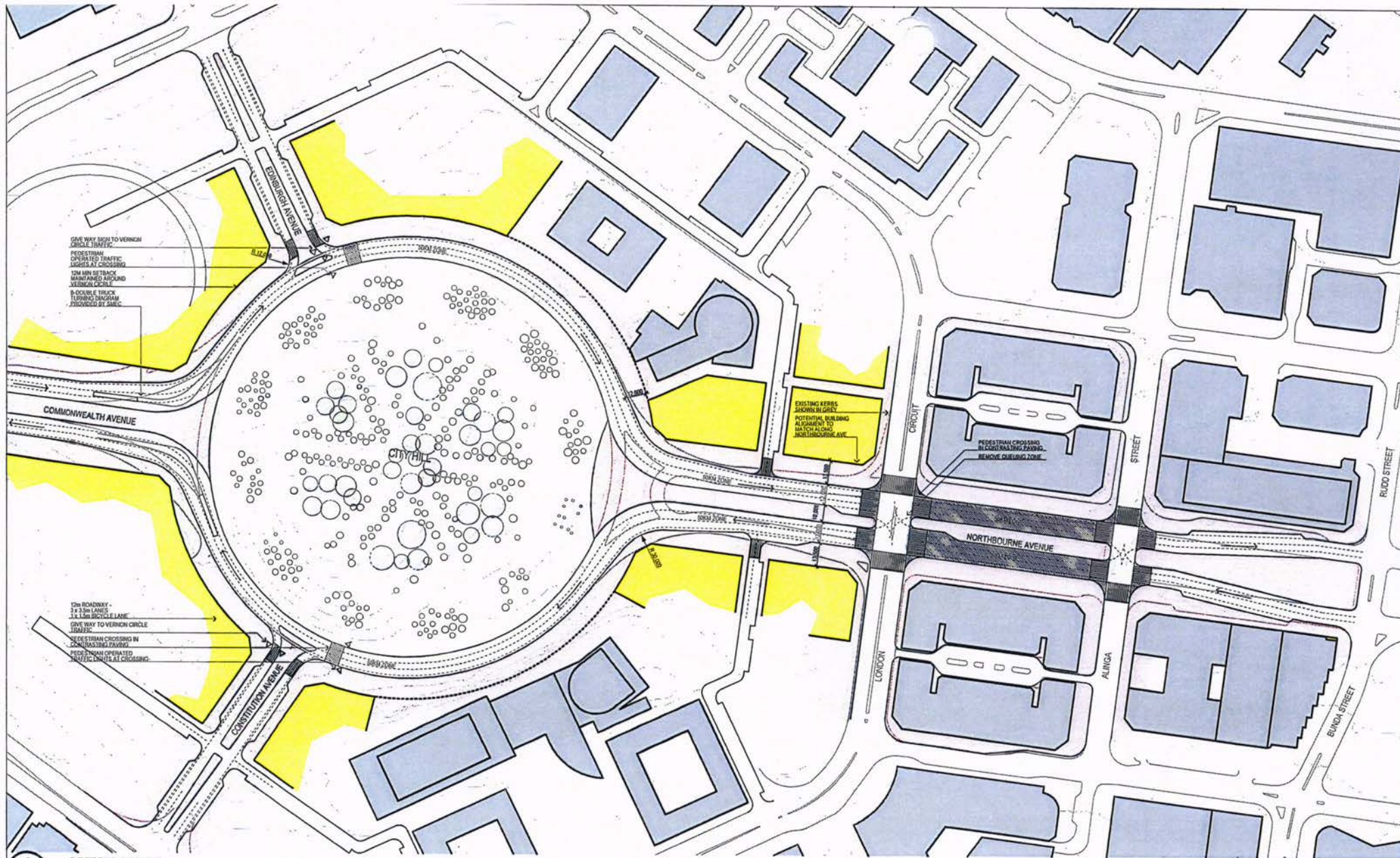


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1 OPTION 1 PLAN
1:2000

REVISION	DESCRIPTION	DATE	NORTH	LEGEND	CLIENT	PROJECT TITLE	CLIENT	TITLE	DRAWN	PLOT DATE	SCALE (A3)	CHECKED	JOB NO.	DWG NO.	REVISION
					 ACT GOVERNMENT DEPARTMENT OF LAND & PROPERTY SERVICES GPO Box 158 Canberra ACT 2601	CITY HILL + NORTHBOURNE AVENUE PRECINCT MASTERPLAN CIVIC, ACT	lahznimmo architects Suite 404, Fleurmill Studios 13 Gladstone St Newtown NSW 2042 Australia T 02 9550 3200 F 02 9550 5233 www.lahznimmo.com.au	Option 1	KT	20/05/2011	1:2000	AN	11-04	A-SK-01	

00000

Baxter, Rod

From: Andrew Smith [Andrew.Smith@natcap.gov.au]
Sent: Friday, 13 May 2011 9:12 AM
To: Baxter, Rod; Andrew Nimmo
Subject: Re: City Hill [sec=unclassified]
Attachments: Comm_Vernon_NatLand.pdf

Security:[SEC=UNCLASSIFIED]

Andrew, Rod

I have looked at the land ownership at the junction of City Hill and Commonwealth Ave. The drawing attached shows our land highlighted in red.

I am to do some further exploratory work on how this intersection might be adjusted to suit a 60 km/h speed environment but would need confirmation that TAMS would support the changes.

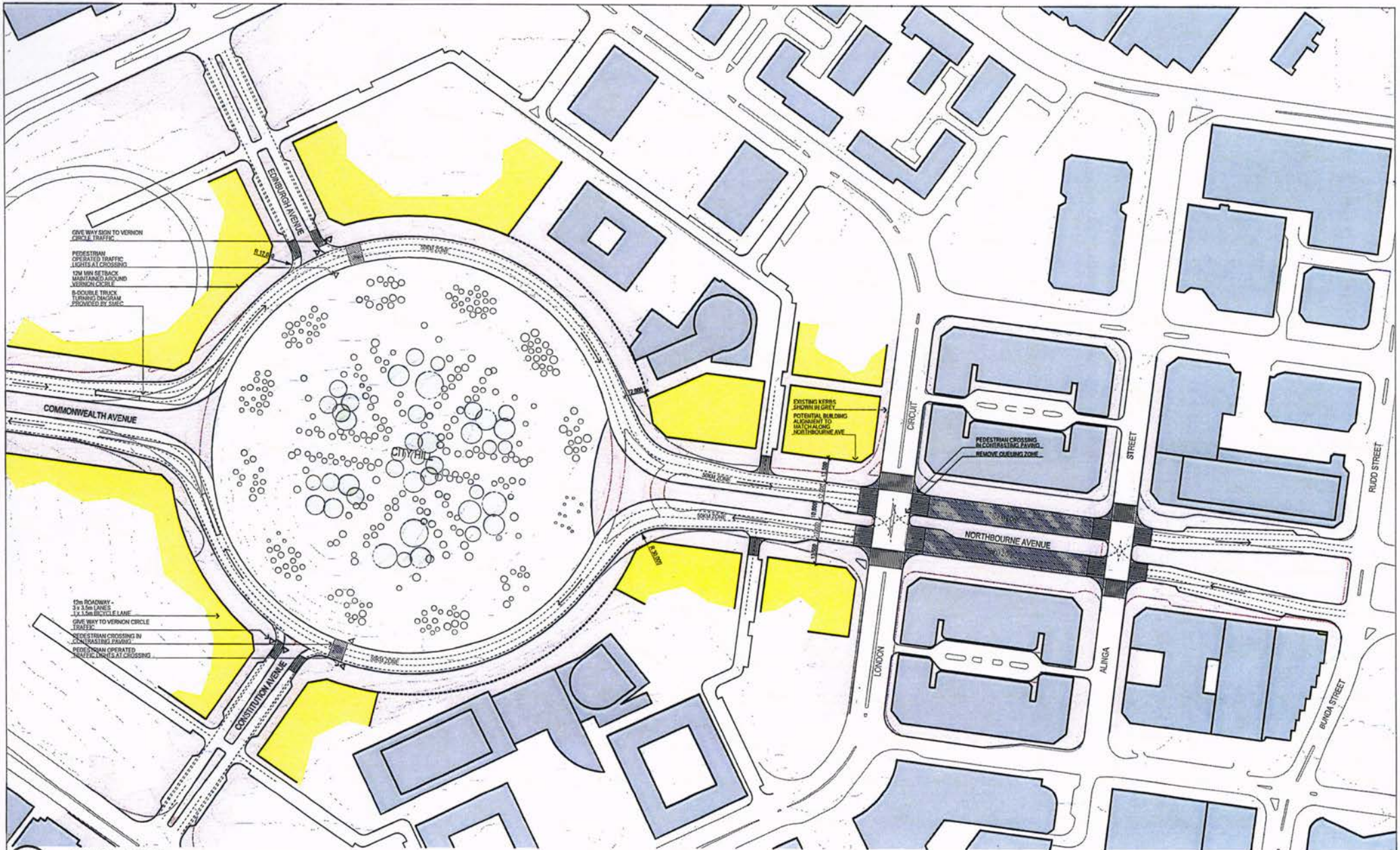
Could you advise if ACT Government would support changes to the Commonwealth Ave / Vernon Circle junction mooted in Andrew's presentation.

Regards

Andrew Smith
Chief Planner
National Capital Authority

p: 02 6271 2806
m:

000053



1 OPTION 1 PLAN

1:2000

REVISION	DESCRIPTION	DATE
A	REMOVE DEDICATED LEFT IN LEFT OUT OF VERNON CIRCLE	26-05-11

NORTH



DO NOT SCALE DIMENSIONS. USE DIMENSIONS
 SUPPLIED. ONLY A-10000 ALL DIMENSIONS ARE
 IN METRES. ALL DIMENSIONS ARE TO THE
 CENTRE OF THE ROAD. THE INFORMATION IN IT AND
 THE DESIGN ARE COPYRIGHT OF
 LAHZNIMMO ARCHITECTS PTY LTD

LEGEND

CLIENT



ACT GOVERNMENT
 DEPARTMENT OF LAND &
 PROPERTY SERVICES
 GPO Box 158 Canberra ACT 2601

PROJECT TITLE

CITY HILL +
 NORTHBOURNE AVENUE
 PRECINCT MASTERPLAN
 CIVIC, ACT

0 SCALE CHECK

lahznimmo
 architects

Suite 404, Flourmill Studios
 3 Gladstone St
 Canberra NSW 2602 Australia

T 02 9550 5200
 F 02 9550 5233
www.lahznimmo.com

TITLE

Option 1

DRAWN
 KT

PLOT DATE
 26/05/2011

SCALE @A3
 1:2000

CHECKED

AN

JOB NO.
 11-04

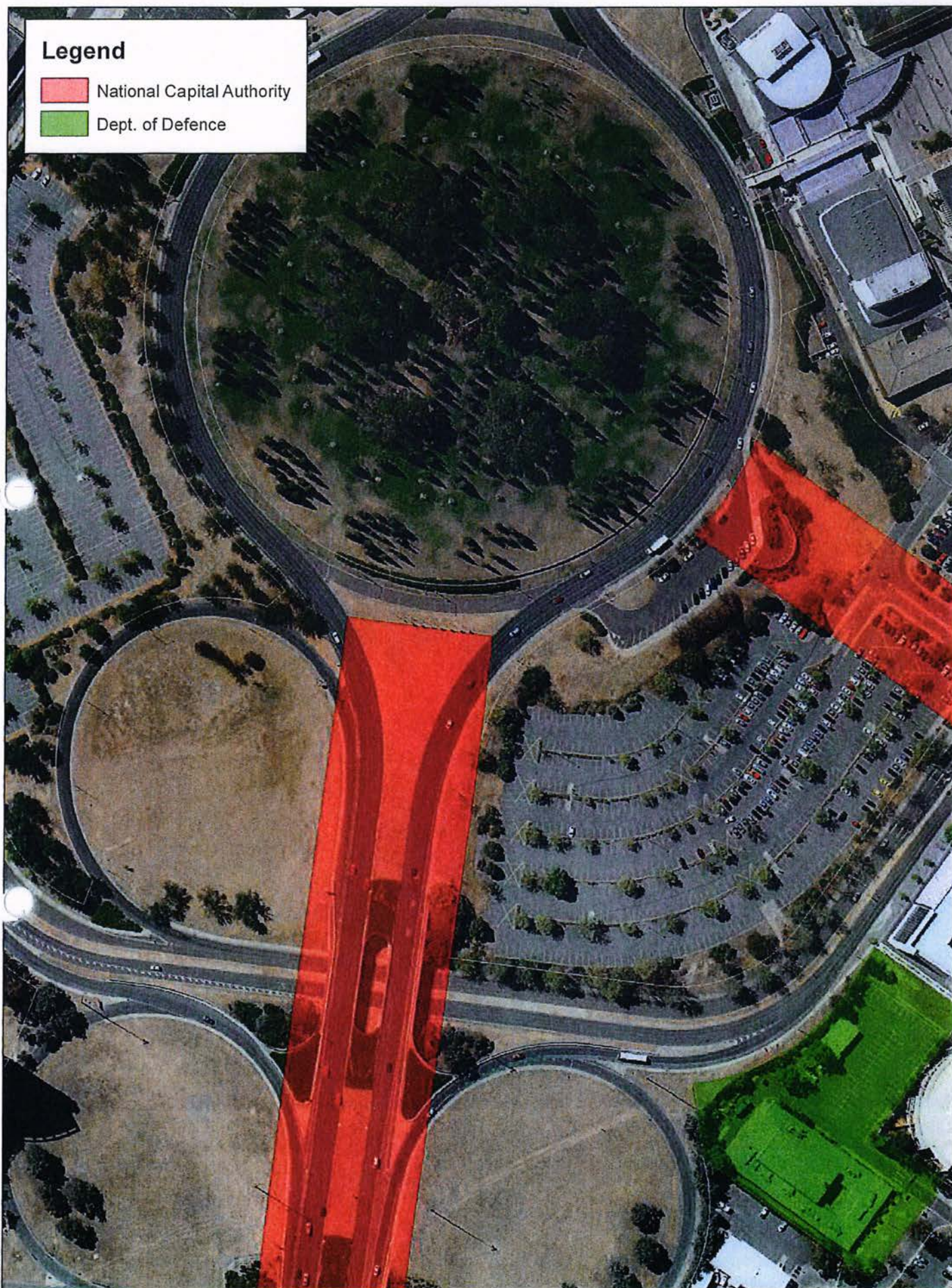
DWG NO.
 A-SK-01

REVISION

A

Legend

- National Capital Authority
- Dept. of Defence



Location: L1(Projects)



Australian Government
National Capital Authority

Treasury Building, King Edward Terrace, Parkes ACT 2600, GPO Box 373 Canberra ACT 2601
T 02 6271 2888, F 02 6273 4427, www.nationalcapital.gov.au www.virtualcanberra.gov.au

DRAWING TITLE:

**Commonwealth Ave/Vernon Circle
National Land**

© 2011 Commonwealth of Australia.

DATE: 12 May 2011

SCALE: 1:2,000

DRAWN: RN

CHECKED:

REVISION:

Ü

Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Thursday, 12 May 2011 11:59 AM
To: Baxter, Rod
Cc: Michael Spackman
Subject: City Hill and Budget

Rod,

did we get any good news in the Budget?

Andrew Nimmo
Director

lahznimmo
architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
Newtown NSW 2042 Australia

T 02 9550 5200
F 02 9550 5233

info@lahznimmo
www.lahznimmo

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MEMBER

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000050

Baxter, Rod

From: Andrew Nimmo [a.nimmo@lahznimmo.com]
Sent: Tuesday, 19 April 2011 5:01 PM
To: Baxter, Rod
Cc: Chris Houghton; Michael Spackman
Subject: RE: City Hill tree info

Hi Rod,

Thanks for all the recent info you have sent through - it is keeping us busy.

According to our submission program the next visit to Canberra was on or about the 6th May. At that meeting we would be planning on presenting our opportunities and constraints analysis along with preliminary Master Plan ideas.

regards

Andrew Nimmo

lahznimmo
architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
 Newtown NSW 2042 Australia

T 02 9550 5200
 F 02 9550 5233

info@lahznimmo.com
 www.lahznimmo.com

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MEMBER

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Please consider the environment before printing this e-mail

From: Baxter, Rod [mailto:Rod.Baxter@act.gov.au]
Sent: Tuesday, 19 April 2011 8:57 AM
To: Andrew Nimmo
Subject: FW: City Hill tree info

Good morning Andrew

Some info on City Hill tree planting from mid 1990's. Chasing a more recent survey.

Can you confirm the program for our next chat?

Cheers

Rod

From: Buckley, Prue
Sent: Thursday, 14 April 2011 11:37 AM
To: Baxter, Rod
Subject: City Hill tree info

Hi Rod

In response to your enquiry & as discussed I have attached some information we have about the trees on City Hill;

- A part copy of the April 1992 ACT Landscape City Hill Tree Survey;
- A plan from the 1992 tree survey that I colour coded to show the species pattern that existed at the time;
- Information about City Hill compiled by John Gray for Canberra Urban Parks in 1999 (from the CUPP website in 2001).

I did confirm with Fleur that the recent tree survey we have had done included City Hill. And after our phone discussion yesterday I asked Ryan (our planning / GIS person) about what sort of information the consultant has supplied - there is no report as such, we have the data about each tree (location and condition assessment) in GIS based format.

regards

Prue Buckley
Urban Tree Management
Open Space Planning
City Services
Territory & Municipal Services

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TENDER ASSESSMENT.

AGREEMENT TO PROVIDE CONSULTANCY SERVICES (UNDER \$200,000)



Department of
Land & Property
Services

CONDITIONS OF CONSULTANCY CONTRACT AND CONSULTANCY BRIEF FORM PART OF THIS AGREEMENT	
Project Officer Name and Phone	Andrew Nimmo PH: 9550 5200
Trading Name	Lahz Nimmo Architects
ABN/ACN	ABN 33 075 924 097
Contract Number	
Registered Business Address	Studio 404, 3 Gladstone Street, Newtown NSW 2042
Email	a.nimmo@lahznimmo.com
Phone, Fax	Ph: 9550 5200 Fx: 9550 5233
Mobile	0412 174 415
Description of consultancy services	Masterplanning and urban design
Please ☒ if your organisation is one of the following: Company ☒ Sole Trader ☐ Government enterprise ☐ Partnership ☐	

Insurances (including Workers Compensation) and licenses relevant to the type of work undertaken is a mandatory requirement. Copies of any renewals must be forwarded to the Project Officer within a month of the listed expiry date, or you/your organisation will be removed from the database.

CHECKLIST	DATE EXPIRES	CHECKLIST	DATE EXPIRES
Workers Compensation Certificate	30/06/11	Professional Indemnity Insurance	30/06/11
Public Liability Insurance	1/02/12		

Key Dates

Commencement date	5 th April 2011
Completion date	21 st July 2011

Project Costs

Lump Sum Fee	\$148,013 + GST
	\$
Percentage surcharge on cost prices for materials, parts, sub contract, equipment hire	N/A

I/we hereby agree that the quotes provided are fixed for the term of the agreement. Fee Increases will only be considered by the Project Officer upon written application.	Signature  Date 01 April 2011
--	---

CONDITIONS OF CONSULTANCY CONTRACT



Department of
Land & Property
Services

If your Tender is accepted, the following conditions together with the Schedule and any Specifications and the requirements of all addenda issued will constitute the contract between you and the Principal.

1. In these Conditions of Contract:

- **"Contract"** means the Project Brief and the Tender Submission as completed by you and the following conditions and any specifications;
- **"Contract Price"** means the total price specified in the Brief;
- **"Services"** mean the Consultancy Services described in the Brief and the Tender Submission as completed by you
- references to **"you"** includes your employees, agents or subcontractors;
- words importing a gender include the others; words in the singular number include the plural and vice versa; and references to legislation or to provisions in legislation include references to amendments or re-enactments of them and to all regulations and instruments issued under the legislation; and
- an obligation imposed by the Contract on more than one person binds them jointly and severally.

2. You must commence and complete the Consultancy Services within the time frames and in accordance with the Brief.
3. You must observe and comply with all Acts, ordinances, regulations, and other requirements of any law in force in the place where the Works are to be executed. You bear the whole risk of complying with all applicable legislation and law until the Consultancy Services have been completed to the satisfaction of the Principal.
4. All Consultancy services must be in accordance with the Project Brief or if not fully described in the brief, in accordance with the recognised standards. If the Principal is of the opinion that any work produced, is unsatisfactory or is deficient, the Principal may direct you to remove, and/or correct those works or materials at your expense.
5. The Principal will only pay you the **Contract Price** as stated in your Tender submission, by Electronic Funds Transfer (EFT) following its receipt of a correctly rendered tax invoice approved by the Principal.

A tax invoice is correctly rendered if it includes:

- a) the Principal's reference number and the contract number;
- b) the amount due to you and the basis for the calculation of that amount;
- c) the amount of any GST paid or payable by you in respect of the Consultancy Services;
- d) the date of completion and a description of the Consultancy Services to which the invoice relates;
- e) if a discount is applicable, the discounted price; and
- f) your address for payment.

6. Correctly rendered tax invoices should be addressed to;

Senior Manager
Strategic Projects Division
Department of Land and Property Services
GPO Box 158
Canberra City ACT 2601

7. The Principal may vary the Consultancy Services specified or require the substitution of alternative materials. The Principal will adjust the Contract Price as a result of any variation. The amount of the variation of the Contract Price will be as agreed by the parties. If the parties do not agree on the amount of the variation, the Principal will determine the reasonable cost of the variation to the Consultancy Services

8. The Principal may **terminate the Contract** at any time by written notice if you:

- (a) fail to commence the Consultancy Services within the time specified in the Brief, or within 14 days of the date the Principal notified acceptance of your Tender;
- (b) fail to carry on the services at a rate of progress satisfactory to the Principal;
- (c) fail to carry out any instruction of the Principal in respect of the services;

- (d) fail to complete the whole of the Consultancy Services within the time specified in the brief or such extended time as the Principal may approve;
- (e) are or become bankrupt or insolvent, enter into voluntary administration or make any arrangement with your creditors or take advantage of any statute for the relief of insolvent debtors; or
- (f) fail to remedy a breach of a term of the Contract within the period specified in a written notice by the Principal.

9. If the **Principal terminates the Contract** under the clause above, it may by written notice:

- a) take over the Consultancy Services; and
- b) take possession and ownership of all materials and works completed by you that relate to the Consultancy Services which are your property and have been completed by you for the purpose of carrying out the Consultancy Services

then **all losses, costs, charges and expenses incurred** or sustained by the Principal in completing the Consultancy Services will be recoverable from you and, without limiting any other right the Principal may have, may be offset against any amount subsequently due to you from the Principal. Nothing in this clause prejudices any other right or remedy of the Principal in respect of your breach of the Contract.

10. You must comply with all reasonable **directions** given by the Principal in relation to the Consultancy Services. The Principal may nominate a third party to give directions in relation to the Consultancy Services. The Principal will notify you of that person.
11. You must ensure that **all persons employed** in carrying out the Consultancy Services, whether they are your employees or a subcontractor's, are paid at the rates and employed under conditions of employment not less favourable than those required by any law or certified agreement applicable to you or your subcontractor and those employees are paid their correct superannuation entitlements.
12. The Principal may require you to provide a **statutory declaration** with progress claims attesting that your and your subcontractor's employees have been paid all moneys payable to them in respect of the execution of the Consultancy Services. The Principal may withhold any amounts due to you under the Contract until it is reasonably satisfied that you have complied with your employee and industrial obligations (as defined in the *Government Procurement Act 2001* as amended).
13. You must keep, and must require your subcontractors to keep, **proper records and documents** demonstrating compliance with your respective employee and industrial obligations.
14. The Principal reserves the right to inspect your employment records; enter your work premises to ascertain compliance with your employee and industrial obligations. You must contractually bind your subcontractors with conditions substantially the same as this clause and clauses 15, 16 and 17.
15. You must take out and keep current **workers compensation insurance** for any person employed in respect of the Contract and you must produce evidence of the currency of any such policy if requested by the Principal.
16. You must ascertain whether you require any **additional insurance** in relation to the Contract. The existence of the policy does not relieve you of any obligation under the Contract or limit your liability to any third parties.
17. You must comply with all acts guidelines policies and associated legislation, regulations, codes of practice and any other obligation in law relating to the Consultancy Services.
18. Despite any difference or dispute ("**Dispute**") between the parties arising in relation to the Contract or the Consultancy Services, each party will continue to perform their obligations under the Contract. The parties agree that, following the issue of a dispute notice, they will endeavour to resolve the Dispute by negotiations, including by referring the Dispute to persons who have authority to intervene and direct some form of resolution.
19. You **indemnify** the Principal, its employees and agents against all claims, costs and expenses and for all loss, damage, injury or death to persons or property caused or contributed to by you, your employees, agents or contractors in connection with carrying out the Consultancy Services except to the extent that the Principal caused the relevant loss, damage or injury. This indemnity survives the expiration or earlier termination of the Contract.
20. You may not without the prior written approval of the Principal **assign the Contract**, or assign, mortgage, charge or encumber any of the moneys payable under the Contract or any other benefit whatsoever arising under the Contract.
21. Any **material or intellectual property provided by the Principal** to you for the purposes of the Contract ("**Material**") will remain the property of the Principal and you must use and be responsible for the safekeeping and confidentiality of that Material for the purpose of carrying out the Works. You must maintain confidentiality during

the term and after expiry of this contract and return all Material and at the expiry or early termination of the Contract.

22. You **warrant** that, at the date of entering into the Contract, no **conflict of interest** exists or is likely to arise in the carrying out of the Consultancy Services and of your other obligations under the Contract. If, a conflict or risk of conflict of interest arises, you will notify the Principal immediately in writing and will comply with any requirement of the Principal to eliminate or otherwise deal with that conflict or risk of conflict.
23. You warrant that you have not entered into any **collusive arrangement** in relation to the Consultancy Services or your Tender submission. .
24. You must not **represent** yourself as being employees, partners or agents of the Principal. Nothing in this Contract creates any employment, partnership or agency for any purpose.
25. You must, when using the Principal's premises or facilities, comply with all **security and office regulations** as notified by the Principal.
26. The Contract comprises the **entire agreement** between the parties in relation to the Consultancy Services and supersedes any prior representations, negotiations, writings, memoranda and agreements. The Contract may only be varied by the written agreement of the parties.
27. Any **notice**, or other communication required or otherwise to be given or sent to the Principal or to you under the Contract must be in writing and will be deemed to have been given: if delivered by hand, upon delivery; if sent by prepaid mail, upon the expiration of two days after the date on which it was so sent; if sent by facsimile, upon the sender's facsimile machine recording that the facsimile has been successfully and properly transmitted to the recipient's address; if sent by electronic mail, upon the sender's computer recording that the message has been successfully transmitted to the recipient's electronic mail address, to the persons and addresses or facsimile numbers set out in the Schedule or such other person, address or facsimile number as may be notified by a party to the other from time to time.
28. Any **provision of the Contract** which is illegal, void or unenforceable will not affect the validity of the remaining provisions of the Contract.
29. The **Contract is governed by and construed** in accordance with the law for the time being in force in the Territory and the parties submit to the jurisdiction of the courts of the Australian Capital Territory. You must ensure that you comply with the laws from time to time in force in the Territory in performing its obligations under the Contract.

Project Description

Project Reference Number.....

File Number

.....
Delegate:

.....
Consultant:

/ /

/ /

Baxter, Rod

From: Jones, Katie
Sent: Wednesday, 31 July 2013 11:59 AM
To: Baxter, Rod
Subject: FW: Urban Design Master Plan, Consultancy Tender 15808.110

FYI

Notice of decline

Katie Jones | Manager, Response Centre and Contracts

Phone 02 62077616 | Fax 02 62130735
ACT Property Group | Territory and Municipal Services Directorate | ACT Government
255 Canberra Avenue, Fyshwick ACT 2609 | GPO Box 777 Fyshwick ACT 2609 | www.act.gov.au

From: Jones, Katie
Sent: Thursday, 7 April 2011 1:37 PM
Cc: Baxter, Rod
Subject: Urban Design Master Plan, Consultancy Tender 15808.110

REGARDING REQUEST FOR QUOTATION

Northbourne Avenue and City Hill Precinct Urban Design Master Plan,
Consultancy Tender 15808.110

Thank you for submitting a Quotation in response to the above Request for Quotation.

The Australian Capital Territory (Territory) regrets to inform you that your Quotation has been unsuccessful on this occasion.

The Quotation assessed as providing best value for money to the Territory for the above requirement was submitted by Lahznimmo Architects

If you wish to discuss the outcome of this Request for Quotation, or receive a debriefing, please contact me on telephone number appearing below

Yours sincerely

Katie Jones

Contract Manager
Property Projects and Services
ACT Property Group
Department of Land and Property Services

255 Canberra Avenue
Fyshwick ACT 2609

Baxter, Rod

From: Jones, Katie
Sent: Wednesday, 31 July 2013 11:59 AM
To: Baxter, Rod
Subject: dispensation: NORTHBOURNE AVENUE - CONSULTANT ENGAGEMENT
Attachments: Approved contract execution and dispensation.pdf

Katie Jones | Manager, Response Centre and Contracts

Phone 02 62077616 | Fax 02 62130735
ACT Property Group | Territory and Municipal Services Directorate | ACT Government
7 Canberra Avenue, Fyshwick ACT 2609 | GPO Box 777 Fyshwick ACT 2609 | www.act.gov.au

From: Baxter, Rod
Sent: Tuesday, 22 March 2011 5:38 PM
To: Jones, Katie
Cc: Easthope, Jane
Subject: NORTHBOURNE AVENUE - CONSULTANT ENGAGEMENT

Hi Katie

Please find attached the following signed pages of relating to the engagement of lahznimmo architects:

1. Project dispensation form
2. Evaluation team recommendation
3. Delgate's approval to execute a letter of intent and contract.

Can you please arrange to issue a letter of intent and prepare the contract?

I've spoken to the unsuccessful tenderers and will follow those discussion up with a letter. I have also told Andrew Nimmo that his team will be offered the commission.

Thanks again for your assistance.

Cheers

Rod

Rod Baxter | Senior Manager | Strategic Project Facilitation | Department of Land and Property Services
T: 02 6205 2663 | F: 02 6207 0123 | M: 0411 123 456

490 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

Baxter, Rod

From: Jones, Katie
Sent: Wednesday, 31 July 2013 11:59 AM
To: Baxter, Rod
Subject: Contract -NORTHBOURNE AVENUE / CITY HILL MASTER PLAN
Attachments: Workers Comp Cert of Currency 2010-11.pdf; PI Cert of Currency 2010-11.pdf; Public Liability Cert 2011-12.pdf; Consultancy Service Agreement under 200k-lahznimmo.pdf; Blank letterhead.pdf; Ina Code Compliance.pdf

Katie Jones | Manager, Response Centre and Contracts

P: 02 62077616 | Fax 02 62130735
ACT Property Group | Territory and Municipal Services Directorate | ACT Government
255 Canberra Avenue, Fyshwick ACT 2609 | GPO Box 777 Fyshwick ACT 2609 | www.act.gov.au

From: Jones, Katie
Sent: Monday, 4 April 2011 10:25 AM
To: Baxter, Rod
Subject: FW: NORTHBOURNE AVENUE / CITY HILL MASTER PLAN

Hi Rod

Please see attached contracts and other docs relating to the Urban Design Consultancy.

Some of the Consultancy Service Agreement details will need to be completed by you.

I will now commence to send out letters of decline to the other tenderers.

Chris,

Katie Jones

Contract Manager
Property Projects and Services
ACT Property Group
Department of Land and Property Services

255 Canberra Avenue
Fyshwick ACT 2609

P: (02) 62077616 F: (02) 62130735
Email: katie.jones@act.gov.au

From: Andrew Nimmo [<mailto:a.nimmo@lahznimmo.com>]
Sent: Friday, 1 April 2011 6:40 PM
To: Jones, Katie
Subject: RE: NORTHBOURNE AVENUE / CITY HILL MASTER PLAN

Katie,

I have filled out the documents as much as I can. Where the signatures need to be witnessed or countersigned I have left off on the assumption that this can be done on Tuesday when I am in Canberra meeting with Rod Baxter.

I have also attached as requested:

- copy of Certificates of Currency of insurances
- a blank lahznimmo letterhead
- copy of Code Compliance with regard to industrial agreements as received from Department of Education, Employment and Workplace Relations.

If there is anything else that you require - please do not hesitate to contact me,

regards

Andrew Nimmo
Director

lahznimmo
architects

ABN 33 075 924 097

Suite 404, 3 Gladstone Street
Newtown NSW 2042 Australia

T 02 9550 5200 info@lal
F 02 9550 5233 www.lal

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green building council australia
MEMBER

external agencies



Please consider the environment before printing this e-mail

From: Jones, Katie [<mailto:Katie.Jones@act.gov.au>]
Sent: Friday, 1 April 2011 12:37 PM
To: Andrew Nimmo
Cc: Baxter, Rod
Subject: RE: NORTHBOURNE AVENUE / CITY HILL MASTER PLAN

Andrew Nimmo,
Director
lahznimmo architects
Address: Suite 404, 3 Gladstone Street,
Newtown NSW 2042

Tel: 02 9550 5200
Email: a.nimmo@lahznimmo.com

Dear Andrew

REQUEST FOR TENDER No. 2010.12947.110

RE: Northbourne Avenue and City Hill Precinct Master Plan

I refer to your tender submitted in the name of lahznimmo architects.

Tenders lodged in response to the RFT have been evaluated and your organisation has been identified as the preferred tenderer. However, the successful negotiation of a contract between the Australian Capital Territory and lahznimmo architects Pty Ltd by Monday 3 April 2010 is a prerequisite to your organisation's ranking as preferred tenderer being progressed to the status of contracted party.

In anticipation of an agreement with lahznimmo architects to proceed to formal contract preparation, you are required to present the following insurance documentation, including receipt of payment, within 1 week from the date of this letter to me.

- a) Public Liability insurance to a value of \$20 million in respect of each occurrence;
- b) Professional Indemnity insurance to a value of \$10 million in the aggregate (for the period of insurance); and
- c) Workers' Compensation insurance to the extent required by any law of the Commonwealth or of the State or Territory in which the Services under the Agreement are being performed.

You are also required to complete and return the attached Consultancy Service Agreement and Conditions of Contract within 1 week from the date of this letter to me.

Yours sincerely

Katie Jones

Contract Manager
Property Projects and Services
ACT Property Group
Department of Land and Property Services

255 Canberra Avenue
Fyshwick ACT 2609

P: (02) 62077616 F: (02) 62130735
Email: katie.jones@act.gov.au

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Department of
Land & Property
Services

Andrew Nimmo,
Director
lahznimmo architects
Address: Suite 404, 3 Gladstone Street,
Newtown NSW 2042



Department of
Land & Property
Services
'Committed to Canberra'

Tel: 02 9550 5200
Email: a.nimmo@lahznimmo.com

Dear Andrew

REQUEST FOR TENDER No. 2010.12947.110

Northbourne Avenue and City Hill Precinct Master Plan

I refer to your tender submitted in the name of lahznimmo architects.

Tenders lodged in response to the RFT have been evaluated and your organisation has been identified as the preferred tenderer. However, the successful negotiation of a contract between the Australian Capital Territory and lahznimmo architects Pty Ltd by Monday 3 April 2010 is a prerequisite to your organisation's ranking as preferred tenderer being progressed to the status of contracted party.

In anticipation of an agreement with lahznimmo architects to proceed to formal contract preparation, you are required to present the following insurance documentation, including receipt of payment, within 14 days from the date of this letter to me.

- a) Public Liability insurance to a value of \$20 million in respect of each occurrence;
- b) Professional Indemnity insurance to a value of \$10 million in the aggregate (for the period of insurance); and
- c) Workers' Compensation insurance to the extent required by any law of the Commonwealth or of the State or Territory in which the Services under the Agreement are being performed.

Please also note, Certificates of Currency for the required insurance must be presented to this office prior to execution of the Contract by the Territory.

Yours sincerely

Katie Jones
Assistant Manager
ACT Property Group
Department of Land and Property Services
28th March 2010



PROJECT DISPENSATION FORM

(to record formal dispensation from ACT Government Prequalification Scheme for Construction Industry Projects)

Project Details

Project Description: Northbourne Avenue / City Hill Master Plan	
Project Reference No.: Tender number: 15808.110	File No.: 09/10134
Delivery Method: Lump sum	Estimated Cost: \$150,000 + GST

Dispensation Details/Reason

The Northbourne Avenue / City Hill Master Plan is a nationally significant project that demands the best possible design team to create a vision that can be embraced by the ACT Government, the National Capital Authority (NCA) and the general community. In order to attract the best possible design expertise the brief was provided through a select tender to the following highly regarded national and international design consultancies:

- lahznimmo architects
- Oxigen
- Tract
- AECOM
- Taylor Cullity Lethlean

Based on the quality of the submission, recently completed projects of similar stature and referees reports the selection panel unanimously identified lahznimmo architects as the preferred tenderer.

Assessed Risk in Dispensation

lahznimmo architects has successfully delivered a number of commissions for NSW state government, the Commonwealth Government and major institutional clients. Referees reports indicate the culture within the company is one of delivering the clients requirements professionally and to the highest professional standards. Based on the success of the practice and the positive reports from clients, very little risk accompanies the recommended engagement for Northbourne Ave / City Hill Master Plan.

Requested by

Name: <u>Rod Baxter</u>	Position: Senior Manager
Signature _____	Date <u>21 MARCH 11.</u>

Decision on Dispensation Request

Approved / Not Approved / Please Discuss	
Name <u>HANISH MANJULY</u>	Position <u>ED P+SP</u>
Signature _____	Date <u>22/3/11</u>

Completed form to be placed on Project File

DEBRIEFING OF UNSUCCESSFUL RESPONDENTS

Letters will be sent to all unsuccessful respondents and should include:

- appreciation for submitting an offer, registration or pre-qualification information;
- regret that they were unsuccessful on this occasion;
- advice of public notification on the "Contracts Register" which is available from the ACT Procurement Solutions Website at www.procurement.act.gov.au;
- an offer to debrief; and
- the encouragement to submit offers in the future.

RECOMMENDATION

The Evaluation Team has established that **lahznimmo architects** is the preferred tenderer and recommends that it be awarded a contract in the amount of \$148,013 plus GST.

Chairperson

21/3/11

Member

21/3/11

Member

21/3/11

DELEGATE APPROVAL**10.1 Recommendation**

Evaluation Team recommendation:

Approved / Not Approved / Requires Clarification.

The Evaluation Team is authorised to:

- enter into contract negotiations with the preferred Respondent;
- arrange public announcement; and
- provide a debriefing to unsuccessful Respondents.

10.2 Contract Execution Request

I have the properly delegated authority from the CEO of the Department of Land and Property Services with regard to the above approved procurement expenditure to authorise:

- a) Letter of Intent;
- b) Contract;
- c) Variation of Contract; and
- d) any other related documents.

Name: HARISH MANSURY

Position: ED P & SP

Signature:

Date: 22/3/11

Baxter, Rod

From: Jones, Katie
Sent: Wednesday, 31 July 2013 11:59 AM
To: Baxter, Rod
Subject: FW: Invitation to Provide a Consultancy Tender

Katie Jones | Manager, Response Centre and Contracts

Phone 02 62077616 | Fax 02 62130735
ACT Property Group | Territory and Municipal Services Directorate | ACT Government
255 Canberra Avenue, Fyshwick ACT 2609 | GPO Box 777 Fyshwick ACT 2609 | www.act.gov.au

From: Baxter, Rod
Sent: Friday, 4 March 2011 2:06 PM
To: Stevens, Romy; Jones, Katie
Cc: Doherty, David
Subject: RE: Invitation to Provide a Consultancy Tender

Hi Romy.

I have received via e-mail the following four submissions:

1. Larz Nimmo
2. Oxigen
3. Tract
4. AECOM design and planning.

I not that Katie is away until Tuesday. I will be in touch then to progress the evaluation.

Thanks for your assistance.

Regards

Rod

Rod Baxter | Senior Manager | Strategic Project Facilitation | Department of Land and Property Services
T: 02 6205 2663 | F: 02 6207 0123 | M:

490 Northbourne Avenue Dickson ACT 2604
GPO Box 158 Canberra City ACT 2601

From: Stevens, Romy
Sent: Friday, 4 March 2011 2:03 PM

To: Jones, Katie
Cc: Baxter, Rod; Doherty, David
Subject: RE: Invitation to Provide a Consultancy Tender

Hi

My team has checked the tender box at Fyshwick as requested, and nil have been submitted.

Romy

From: Jones, Katie
Sent: Tuesday, 15 February 2011 1:04 PM
To: Stevens, Romy
Cc: Baxter, Rod; Doherty, David
Subject: FW: Invitation to Provide a Consultancy Tender

Hi Rom

The (closed) Tender for consultancy services as described below, is due in at 2pm on Friday 4th March. Invited tenderers have been given the option of either emailing a PDF submission direct to Rod Baxter, or delivering hard copy into our tender box. I will not be here on the 4th so I was hoping your team might manage the opening schedule... I will be back the following Wednesday 9th March

Once registered as received, would you please arrange for copies of tenders received in the tender box (and related docs) to be delivered directly to Rod Baxter?. .. Details as follows

Title Senior Manager, Civic Coordination
Location Level 2, Telstra Building, 490 Northbourne Ave Dickson ACT 2602
Address GPO Box 158, Canberra City ACT 2601
Telephone (02) 6205 2663
Fax (02) 6207 0123
Email Rod.Baxter@act.gov.au

Rod will also register all PDF email copies that he receives by 2pm 4th March

Many thanks in anticipation of your assistance

Katie Jones

INVITATION TO PROVIDE A TENDER

Northbourne Avenue and City Hill Precinct Urban Design Master Plan, Consultancy Tender 15808.110

SUMMARY

- The Property and Strategic Projects Division within the Department of Land and Property Services invites your organisation to provide a tender (15808.110) for the preparation of an urban design master plan for the integration of City Hill into the existing and emerging pedestrian networks of Canberra City. The comprehensive urban design solution will synthesise traffic movements, heritage, future development, tree management and the symbolism of Walter Burley Griffin's design of Canberra into the enhancement of City Hill as a publicly accessible, safe and pleasant urban parkland and National Capital tourism experience

ATTACHMENTS

- Attached please find:
 - ✓ Design Brief and
 - ✓ Evaluation details and methodology .

CLOSING DATE

- Submissions must be received by 2pm March 4th 2011

WHERE TO SUBMIT

- PDF copy via email: to Rod.Baxter@act.gov.au ;or
- Hard copy delivered to: the ACT Property group tender box, 255 Canberra Ave Fyshwick, ACT 2609

I would appreciate your acknowledging receipt of this invitation by sending a return email to katie.jones@act.gov.au.

Please do not hesitate to contact me on 02 62077616 if you require clarification. For technical inquiries concerning design requirements contact Rod Baxter on 02 6205 2663. I look forward to receiving a submission from your organisation.

Katie Jones

Contract Manager
Property Projects and Services
ACT Property Group
Department of Land and Property Services

255 Canberra Avenue
Fyshwick ACT 2609

P: (02) 62077616 F: (02) 62130735
Email: katie.jones@act.gov.au

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Baxter, Rod

From: Jones, Katie
Sent: Wednesday, 31 July 2013 11:59 AM
To: Baxter, Rod
Subject: FW: CONSULTANCY BRIEF - NORTHBOURNE AVE AND CITY HILL
Attachments: Letter of offer.doc; Consultancy Service Agreement under 200k.doc

Katie Jones | Manager, Response Centre and Contracts

Phone 02 62077616 | Fax 02 62130735
ACT Property Group | Territory and Municipal Services Directorate | ACT Government
2 Canberra Avenue, Fyshwick ACT 2609 | GPO Box 777 Fyshwick ACT 2609 | www.act.gov.au

From: Jones, Katie
Sent: Monday, 28 March 2011 4:48 PM
To: Baxter, Rod
Subject: RE: CONSULTANCY BRIEF - NORTHBOURNE AVE AND CITY HILL

Hi Rod

Could you please check the attached letter and let me know if this meets with your approval.

Could you please adjust the parts written in red as I am not sure what insurances they will need.

I also changed the conditions to include billing address – attached FYI. Please let me know if you are happy for me to add this to our QA documents as a standard consultancy agreement

If all is good, I will send out to lahznimmo architects.

Cheers

Katie Jones

Contract Manager
Property Projects and Services
ACT Property Group
Department of Land and Property Services

255 Canberra Avenue
Fyshwick ACT 2609

P: (02) 62077616 F: (02) 62130735
Email: katie.jones@act.gov.au

Baxter, Rod

From: Jones, Katie
Sent: Wednesday, 31 July 2013 11:59 AM
To: Baxter, Rod
Subject: FW: Consultancy Threshold

Katie Jones | Manager, Response Centre and Contracts

Phone 02 62077616 | Fax 02 62130735
ACT Property Group | Territory and Municipal Services Directorate | ACT Government
255 Canberra Avenue, Fyshwick ACT 2609 | GPO Box 777 Fyshwick ACT 2609 | www.act.gov.au

From: Jones, Katie
Sent: Monday, 21 March 2011 3:21 PM
To: Baxter, Rod
Subject: RE: Consultancy Threshold

Ok will leave it to you.

Cheers

Katie Jones

Contract Manager
Property Projects and Services
ACT Property Group
Department of Land and Property Services

255 Canberra Avenue
Fyshwick ACT 2609

P: (02) 62077616 F: (02) 62130735
Email: katie.jones@act.gov.au

From: Baxter, Rod
Sent: Monday, 21 March 2011 3:20 PM
To: Jones, Katie
Subject: RE: Consultancy Threshold

Thanks Katie.

No need to ask Procurement. I will get David Dawes to sign off a pre qualification waiver. I have done this before.

Regards

Rod

From: Jones, Katie
Sent: Monday, 21 March 2011 3:02 PM
To: Baxter, Rod
Subject: Consultancy Threshold

Hi Rod

Pre qual info for you below. I must say I was not aware that consultants had to be pre qualified over 50k.

I will take the plunge and ask Procurement Solutions about this to confirm and perhaps get a contract template while I am there.. I will keep you informed.

The ACT Government has operated a prequalification scheme for construction industry suppliers since 1993. This is a primary risk management approach to dealing with an industry recognised as high risk. Contractors are required to be prequalified to tender for works estimated at greater than \$500,000. Consultants/agents are required to be prequalified to tender for works where the fee is estimated at greater than \$50,000.

Prequalification is awarded within specific financial limits, based on financial assessment and technical capacity/past performance history. Suppliers are required to demonstrate that they have the technical and financial capacity to undertake works, as well as having appropriate management systems in place such as quality assurance, occupational health, safety and rehabilitation, environmental and industrial relations. Insurances, licences and mandatory qualifications are checked for currency and for consistency with the role being applied for. Individual firm prequalification is subject to cyclical review and renewal, annually for contractors and every 18 months for consultants/agents. Systems are audited for compliance, either by third party auditors or ACT Government accredited second party auditors.

A national framework of consistent prequalification benchmarks has been agreed by all Australian governments through the work of the Australian Procurement and Construction Council (APCC), www.apcc.gov.au. Compliance with the National Code of Practice for the Construction Industry is a requirement of all suppliers. This approach is aimed at not only streamlining and improving the efficiency of the tender process, but also facilitating industry development by identifying industry reform initiatives/objectives and measuring suppliers' performance against relevant benchmarks.

ACT Procurement Solutions are currently transitioning to the National Prequalification System. Further details on the transition to this system for Civil (Road and Bridge) Construction and Non Residential Building prequalification can be found below.

General Information on the National Prequalification system can be found on the websites www.apcc.gov.au and www.austroads.com.au

Prequalification of Contractors for Civil (Road and Bridge) Construction Contracts Link:

ACT Government Prequalification Threshold Codes for Contractors

ACT Procurement Solutions manages the delivery of the Government's road program and is currently implementing the Austroads National Prequalification System for Civil (Road and Bridge) Construction Contracts ('National Prequalification System').

Contractors are invited to submit an application under the National Prequalification System to be prequalified to tender for civil (road and bridge) construction contracts with ACT Procurement Solutions for a period of 12 months commencing from 1 January 2011.

From 1 January 2011, only contractors prequalified with ACT Procurement Solutions, or recognised by ACT Procurement Solutions under the National Prequalification System's mutual recognition framework will be eligible to tender in Australian Capital Territory for civil (road and bridge) construction contracts advertised under the new system.

Application forms and guidelines are available from this website. Download Forms

In order to be prequalified from 1 January 2011 applications must be received by 4pm Wednesday 8 December 2010, and must be delivered to ACT Procurement Solutions by

Cheers

Katie Jones

Contract Manager
Property Projects and Services
ACT Property Group
Department of Land and Property Services

255 Canberra Avenue
Fyshwick ACT 2609

P: (02) 62077616 F: (02) 62130735
Email: katie.jones@act.gov.au

ATTACHMENT C

EVALUATION PLAN

FOR EVALUATING CONSULTANCY TENDERS OR QUOTATIONS UNDER \$200,000 (INC GST)

1. EVALUATION PLAN

AIM

This Evaluation Plan details the project timetable, Evaluation Team and their responsibilities, the evaluation methodology, evaluation criteria and scoring regime by which offers received will be evaluated. The RFT or other documents must include evaluation criteria and methodology as set out here unless otherwise agreed by ACTPS or the Board.

2. EVALUATION TEAM

The Evaluation Team detailed below has been formed to evaluate the offers received for the above projects. All members of the Evaluation Team are aware of their responsibilities, the need to demonstrate impartiality and equity to all Tenderers.

ROLE

The Evaluation Team will be responsible for:

- i) maintaining probity;
- ii) evaluating the offers in accordance with the criteria and methodology;
- iii) documenting the evaluation process;
- iv) preparing an Evaluation Report;
- v) seek Delegate approval to proceed with a contract with the preferred Supplier; and
- vi) debriefing unsuccessful Supplier(s).

MEMBERS

The Evaluation Team will comprise:

Evaluation Team			
Name	1. Katie Jones	2. Rod Baxter	3. Jane Easthope
Position	Chair	Member	Member
Agency	LAPS	LAPS	LAPS
Statement on team composition	All team members are experienced in evaluations and have procurement experience. Evaluation team members have identified no conflict of interest.		

NOTE: Members of the Evaluation Team are personally appointed and will not be withdrawn or replaced without the approval of the Delegate.

SPECIALIST ADVICE AND SUPPORT

The Evaluation Team may, as required, utilise specialist advice to assist in the evaluation process. The areas of expertise may include:

- i) technical analysis;
- ii) financial assessment;
- iii) probity; and
- iv) legal issues.

3. LATE OFFERS

If a late is received, the time and date of receipt shall be noted on the document and endorsed by the recipient.

Late or incomplete submissions may be admitted to evaluation at the absolute discretion of the Territory. In deciding whether to admit a Late Tender or Quotation(s) for evaluation, the Territory may take into account any factors it considers relevant, including without limitation:

- i) whether the late Tender or Quotation is likely to have had an opportunity to obtain some unfair advantage from late submission;
- ii) how late the Tender or Quotation is, the reasons given for lateness and evidence available;
- iii) whether the Tender or Quotation was mishandled by the Territory, by an official postal service or by a reputable delivery service; and
- iv) evidence of unfair practices.

4. EVALUATION PROCESS**4.1 INITIAL COMPLIANCE STATEMENT**

The Evaluation Team will examine each offer received against the requirements of the RFT and the evaluation criteria. Clarification or additional information, for example, contact information, may be sought where this information does not materially impact on the compliance of the Tender or Quotation.

4.2 NON-CONFORMING OFFERS

Any offer that does not comply with the Request for Tender or Quotation or the Statement of Requirement documents or is incomplete may be deemed to be non-conforming and may be excluded from further consideration.

4.3 PUBLIC SECTOR OFFERS

Any offers received from Government bodies (local, State, Territory or Commonwealth) will be evaluated using the principle of 'competitive neutrality', ie offers should include all commercial costs that private sector organisations would include in their offers.

4.4 EVALUATION METHODOLOGY

The methodology is outlined below. The methodology takes into consideration the short-listing of Tender or Quotations and the process that will be used:

- a) The process is to select a suitably qualified service provider who will provide the agreed services to the ACT public at a fee agreeable to the Territory.
- b) Assessment for formal compliance will include the following factors:
 - i) receipt of Tender or Quotations prior to the Tender or Quotation closing date and time;
 - ii) compliance with the draft conditions of contract;
 - iii) submission of a completed Declaration; and
 - iv) submission of signed Addendum notices for all issued Addenda.
- c) All compliant Tenders or Quotations received will be evaluated against the assessment criteria (qualitative).
- d) Nominated referees may be contacted and a series of standardised questions,

relevant to the statement of requirements, may be asked.

- e) Each submission will be evaluated by individual team members against each criterion and rated a score out of 10. The individual scores allocated by the individual team members will then be discussed and an agreed evaluation team (consensus) score for each Tender or Quotation against each criterion.
- f) The agreed evaluation team score will then be multiplied by the criteria weighting to obtain a weighted score for each criterion for each offer. The individual weighted scores for each criterion will then be added to obtain a total weighted score for each submission.
 - Eg If the evaluation team agree to score 7 out of 10 for Criteria 1
 - And the Weighting for Criteria 1 is 20%
 - Then: Score 7 x Weighting 20 = 140 for Criteria 1
- g) Based on the scores achieved against the technical criteria, Tender or Quotations that score 600 or more out of 1000 may be shortlisted for further consideration.

5. Evaluation Criteria

The Territory has as its objective in evaluating Tenders and Quotations, the attainment of best value for money and not necessarily the lowest price. Apart from the conformity with the requirements of this RFT, The Territory will take into consideration in the assessment:

	WEIGHTED CRITERIA	%
1.	Task Appreciation and Methodology. The submission is to include; Detailed description of the consultants appreciation of the task and an understanding of the National Capital context	30%
2.	Past Performance / Experience i) The consultancy team should include details of their expertise in the planning and design of the following: a. Urban design b. Traffic engineering c. Lighting d. Heritage sufficient to prepare a Statement of Heritage Impact e. Arborist	30%
3	Funding and reporting The consultancy team should include details of their allocation and reporting of available funds to the three project stages	10%
4	Ability to achieve program requirements An implementation plan and other details regarding availability of resources and ability to achieve the desired program within set time frames.	15%
5	Key Personnel The submission is to include details of the following; i) the name position, qualification, experience and percentage of time involved for each person involved in the project, supervisory personnel, and their direct responsibilities in relation to the project; and ii) details of current employment practices and proposed use of subcontractors.	15%

NON- WEIGHTED ASSESSABLE CRITERIA**Price**

The brief advises tenderers that a maximum upper fee limit of \$165,000 inc GST has been set for this consultancy.

Referees

Responses are to include contact details of two (2) referees, including name, address and telephone number that are able to attest to the capacity of the Consultancy Team against each of the selection criteria. The Evaluation Team may seek reports from these referees.

Response

Submissions are to be received by 2pm March 4th 2011-02-02

Via email: to Rod.Baxter@act.gov.au ;or

Hard copy delivered to: the ACT Property group tender box, 255 Canberra Ave Fyshwick, ACT 2609.

Financial capacity

The evaluation panel may order a Financial Analysis report for the Consultancy Team.

6. SCORING REGIME

The Evaluation Team has adopted the following numerical scoring scale against which each Team member will assess all the evaluation criteria. Half scores may be used.

Descriptor	Sample Commentary	Rating
Superior	Highly convincing & credible. Response demonstrates superior capability, capacity /experience relevant to, or understanding of, the requirements of the Evaluation Criterion. Comprehensively documented with all claims fully substantiated. Insignificant risk.	10
Outstanding	Highly convincing & credible. Documentation provides complete details. All claims adequately demonstrate outstanding capability, capacity & experience relevant to, or understanding of, Evaluation Criterion requirements. Insignificant risk.	9
Excellent	Complies, is convincing & credible, demonstrates excellent capability, capacity & experience relevant to, or understanding of, Evaluation Criterion requirements. Some minor lack of substantiation but overall claim is supported. Low risk.	8
Very Good	Complies, is convincing & credible and demonstrates very good capability, capacity & experience, relevant to, the requirements of the Evaluation Criterion. Minor uncertainties & shortcomings in claims or documentation. Low risk.	7
Good	Complies & is credible but not completely convincing, demonstrates adequate capability, capacity & experience, relevant to, or understanding of, the Evaluation Criterion. Claims have some gaps. Low risk.	6
Adequate	Minor omissions, credible but barely convincing, demonstrates only a marginal capability, capacity & experience relevant to, or understanding of, the Evaluation Criterion. Medium risk.	5
Reservations	Barely convincing, shortcomings & deficiencies in demonstrating capability, capacity and experience relevant to, or understanding of, the Evaluation Criterion. Medium risk.	4
Poor	Unconvincing, significant flaws in demonstrating capability, capacity & experience relevant to, or understanding of, the Evaluation Criterion requirements. Medium risk.	3
Very Poor	Unconvincing. Significantly flawed & fundamental details are lacking. Minimal information has been provided to demonstrate capability, capacity & experience relevant to, or understanding of, Evaluation Criterion requirements. High risk.	2
Inadequate	Totally unconvincing & requirements have not been met. Response has inadequate information to demonstrate capability, capacity & experience relevant to, or understanding of, the Evaluation Criterion requirements. High risk.	1
Not Acceptable	Submission was not evaluated as it did not provide any requested information &/or contravened nominated restrictions. High risk.	0

7. LETTERS OF DECLINE

Letters of decline will be sent to all unsuccessful Consultants by Department of Land and Property Services. Letters of decline will include the following:

- a statement demonstrating the Territory's appreciation for the submission received;
- a statement demonstrating the Territory's regret that they were unsuccessful on this occasion;
- advice of public notification on the "Contracts Register";
- an offer to debrief; and
- encouragement to submit offers in the future.



Strategic Procurement Plan Minute



PROCUREMENT OVERVIEW	
To	Chief Executive, Department of Land and Property Services
Name of Project	Northbourne Avenue and City Hill precinct urban design master plan
Purpose	To prepare an urban design master plan that will develop pedestrian access to City Hill.
Estimated value (\$)	\$165,000.00 (incl GST)
Timing/urgency	Required to achieve preliminary concept designs by June 2011.
Tender Number	TBA 15808.110
Is Government Procurement Board sign off required?	No, as the total value of the Strategic Procurement Plan is under \$200,000.00
Is ACT Government Solicitor consultation required?	No

PROCUREMENT REQUIREMENTS	
Objective or scope of works or services to be provided	To secure suitable consultants to undertake an urban design master plan on behalf of Property and Strategic Projects, Department of Land and Property Services, See Consultants Brief - Attachment A.
Type	Services
Funding	The program total value is approximately \$165,000.00 (inc. GST), and is funded through LAPS Project No. 54043 – <i>City Central Infrastructure – including paving, lighting etc.</i>
Site	Northbourne Avenue from Rudd Street to the southern side of Vernon Circle.
Consultation (including pre-tender)	Consultation has taken place with the National Capital Authority, ACT Government agencies, the National Trust and the ACT Government Architect.

PROCUREMENT RISK	
Risk	Medium: See Risk Matrix -Attachment B.

PROCUREMENT METHODOLOGY	
Description of the procurement method to be used	All procurements will be undertaken in accordance with the Quotation and Tender Thresholds Guideline 2010/23. Property and Strategic Projects intends to seek 5 written quotations from suitably qualified and nationally recognised consultants.
Evaluation	The Assistant Manager Property Projects And Services will convene a tender evaluation panel to review and approve quotations to ensure compliance with current principles and guidelines. The quotations will be evaluated firstly on compliance with <i>SUBMISSION REQUIREMENTS</i> . A value for money assessment will then be made for those that are assessed as suitable. See Evaluation Plan - Attachment C.
Is this suitable to be a Social Procurement?	No, The project requires specialised knowledge by an experienced consultant.

EVALUATION TEAM			
Name	1. Katie Jones	2. Rod Baxter	3. Jane Easthope
Position	Chair	Member	Member
Agency	LAPS	LAPS	LAPS
Statement on team composition	All team members are experienced in evaluations and/or have specialised knowledge regarding the project requirements. Evaluation team members have identified no conflict of interest.		

CONTRACT MANAGEMENT	
Number of contracts	One
Contract management	ACT Property Group will manage the contract.
Period of contract(s)	Up to 1 year

AUSTRALIA-UNITED STATES FREE TRADE AGREEMENT	
Does the USA FTA apply?	No – this procurement is below the threshold

EXEMPTIONS	
Exemption Type	Not Applicable.

ACT PROCUREMENT SOLUTIONS' RECOMMENDATION			
PROJECT OFFICER	Mona Krombholz BANCE COULTON	SIGNATURE AND DATE	
		PHONE NUMBER	6207 0959
MANAGER	Stephen Eldridge	SIGNATURE AND DATE	4/2/2011
DIRECTOR/ EXECUTIVE DIRECTOR		SIGNATURE AND DATE	
EXECUTIVE DIRECTOR	Robyn Hardy	SIGNATURE AND DATE	

AGENCY ENDORSEMENT			
NAME	Rod Baxter	PHONE NUMBER	6205 2663
POSITION	Senior Manager, Property and Strategic Projects Division Department of Land and Property Services.		
SIGNATURE		DATE	2 FEB 11

DELEGATE APPROVAL			
NAME	Hamish McNulty		
POSITION	Executive Director, Property Group and Strategic Projects Division, Department of Land and Property Services.		
STATEMENT	The Procurement Plan is approved		
SIGNATURE		DATE	4/2/11

RISK PLAN AND MATRIX

The Risks should be assessed using the following Consequence and Likelihood Scales and the Risk Analysis Matrix, developed in accordance with Australian Standard AS/NZS ISO 31000:2009.

CONSEQUENCES					
	Insignificant	Minor	Moderate	Major	Catastrophic
General	Negligible impact upon objectives	Minor effects that are easily remedied	Some objectives affected	Some important objectives cannot be achieved	Most objectives cannot be achieved
Community	Injuries or condition not requiring medical attention	Minor injury or First Aid Treatment needed	Serious injury needing hospitalisation, multiple medical treatment cases	Life threatening injuries, irreversible disability	Death/s, multiple life threatening injuries, irreversible disabilities
Property (including intangibles eg IT data & intellectual property)	Slight (non structural) damage or loss of public/private goods, assets and data. Possible small compensation.	Minor (structural) damage and liability for compensation	Significant damage or loss involving possible legal action for compensation	Serious damage or loss requiring operational changes and involving legal action for significant compensation.	Extensive damage or loss, Business Continuity Plans activated, very heavy legal and compensation costs.
Financial	Possible unavoidable Expenditure resulting in Budgetary losses of up to 1% (or <\$5K)	Up to 5% of budget (or <\$50K)	Up to 20% of budget (or <\$500K)	Up to 40% of budget (or <\$5M)	Greater than 40% of budget (or >\$5M)
Environment	Negligible damage and loss of flora and fauna, degradation and/or loss of environmental amenity	Short term effects not affecting ecosystem functioning	Moderate environmental impacts, able to be contained and repaired in medium term	Long term environmental impairment of ecosystem functions	Widespread, long-term environmental impairment of more than one ecosystem
Reputation	Minor adverse local attention, internal review	Attention from local media, scrutiny required by internal committees	Significant media attention, scrutiny required by external committee, Auditor General etc	Intense public, political and media scrutiny, damage to organisation	Assembly inquiry or Commission of inquiry, adverse national media

LIKEHOOD	Event is expected to occur in most circumstances	Almost Certain	<i>Medium</i>	<i>High</i>	<i>High</i>	<i>Very High</i>	<i>Very High</i>
	Event will probably occur on most circumstances	Likely	<i>Medium</i>	<i>Medium</i>	<i>High</i>	<i>High</i>	<i>Very High</i>
	Event may occur at some time	Possible	<i>Low</i>	<i>Medium</i>	<i>High</i>	<i>High</i>	<i>High</i>
	Event is not expected to occur	Unlikely	<i>Low</i>	<i>Low</i>	<i>Medium</i>	<i>High</i>	<i>High</i>
	Event is likely to occur only in exceptional circumstances	Rare	<i>Low</i>	<i>Low</i>	<i>Medium</i>	<i>Medium</i>	<i>High</i>
RISK MATRIX							

Low Risk: Unlikely to require allocation of resources, manage by routine procedures.

Medium Risk: Must be brought to attention of manager, resources required to address risk must be allocated.

High Risk: Senior management action required, risk treatments applied. Responsibility must be specified. Subject to regular monitoring.

Very High Risk: Immediate action required. Senior executive attention needed with action plans and management responsibility specified. All possible treatments to be put in place to reduce risk.

RISK REGISTER

PROJECT: Northbourne Avenue & City Hill Urban Design Consultancy 2011

Date: 02 Feb 2011

Reviewed by: Rod Baxter.

Date: 02 Feb 2011

Risk No	The Risk (Cause) What can happen and how	Consequence Rating Describe the consequence	Likelihood Rating	Level of Risk Rating ** (refer Matrix)	Risk Priority Ranking	How are Risks to be Managed?	Consequence Rating after Treatment	Likelihood Rating after Treatment	Level of Risk Rating after Treatment
R1	Inconsistent feedback to the consultant from key stakeholders.	Moderate Primarily the National Capital Authority may adopt a position on an issue that is unacceptable to the Territory..	Unlikely	Medium	1	The risk mitigation strategy is to ensure regular meetings are held with all stakeholders and elevate unresolved issues to Chief Executive level for resolution	Minor	Unlikely	Low
R2	Non performance or poor in meeting time frames by the consultant	Major Damage to reputation, delays, stakeholders dissatisfied.	Rare	Medium	2	Active project management by the the LAPS project team along with a thorough evaluation process in the selection of the consulatant will mitigate this risk.	Minor	Unlikely	Low

<i>Risk No</i>	The Risk (Cause) What can happen and how	Consequence Rating Describe the consequence	Likelihood Rating	Level of Risk Rating ** (refer Matrix)	Risk Priority Ranking	How are Risks to be Managed?	Consequence Rating after Treatment	Likelihood Rating after Treatment	Level of Risk Rating after Treatment
<i>R3</i>	Quality of work is not to acceptable standards	Moderate – legal action, stakeholders dissatisfied.	Possible	High	3	The Tenderers for this project are qualified in their field and will be required to submit reference and experience details as part of the tender documents and criteria. The LAPS Project Manager is to ensure that the Consultant meets all requirements and standards specified.	Moderate	Unlikely	Medium
<i>R4</i>	Contract is not properly managed leading to, delays, or disputes.	Minor – Customer dissatisfaction, delay in project completion.	Possible	Medium	4	Contracts are managed by appropriately skilled staff. Tender specifications prepared, approved and issued prior to work commencing.	Minor	Unlikely	Low

** Separate Risk Treatment Plan required for 'High' and 'Very High' risks.

RISK TREATMENT PLAN

Required for all risks rated as 'High' or 'Very High' before Mitigation.

Project: Northbourne Avenue & City Hill Urban Design Consultancy 2011

Prepared by: Katie Jones.....Date: 02 Feb 2011. Reviewed by: Rod Baxter. Date: 2 Feb 2011

Risk Priority Ranking	Risk No	The Risk (Cause) What can happen and how	Risk Treatment	Monitoring and Reporting	Level of Risk Rating after Treatment	Emergency Response should Control Measures Fail
		N/A				

Note: Where the "Level of Risk Rating after Treatment" (ie the Residual Risk) is **still at a "High" level**, then risk monitoring is to be either:

- Elevated to a Supervisor level, or
- At a minimum, reported upon on a regular basis

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