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Introduction

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

Application

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

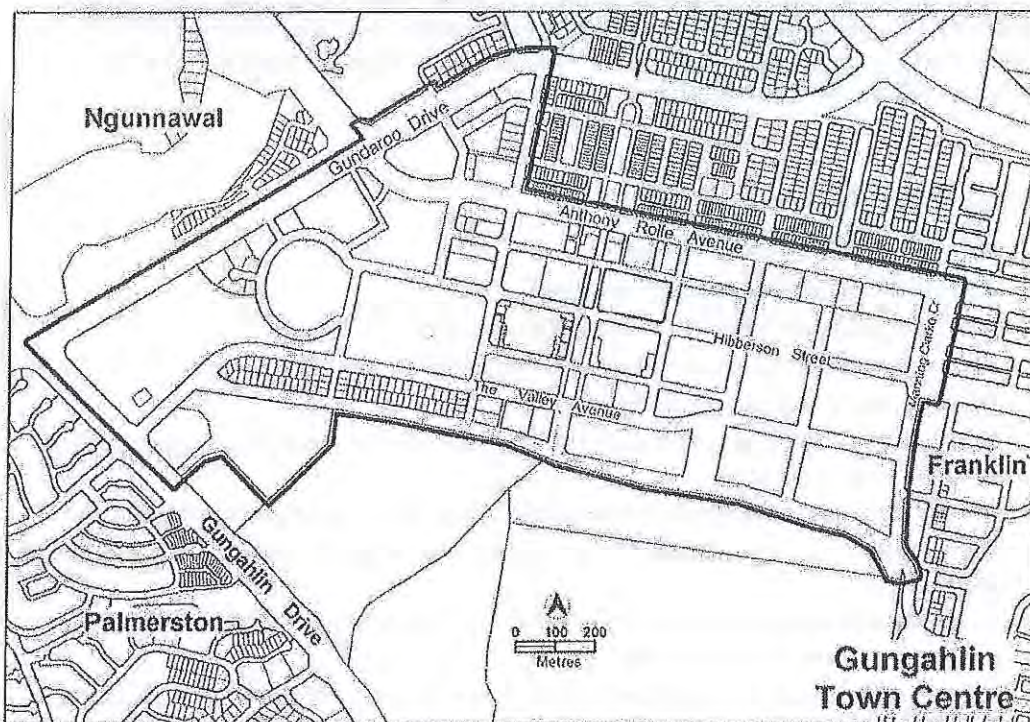


Figure 1 Area covered by this Precinct Code

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

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

Purpose

The purpose of this Precinct Code is to:

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

Structure

This code has three parts

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

Part B – General controls

Part C – Area specific controls

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

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

Desired planning outcomes

The intent of the development controls is to:

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

Code hierarchy

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

Definitions

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

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

Part A – Land Use and Subdivision

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

Element 1: Land use zones in Future Urban Area

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

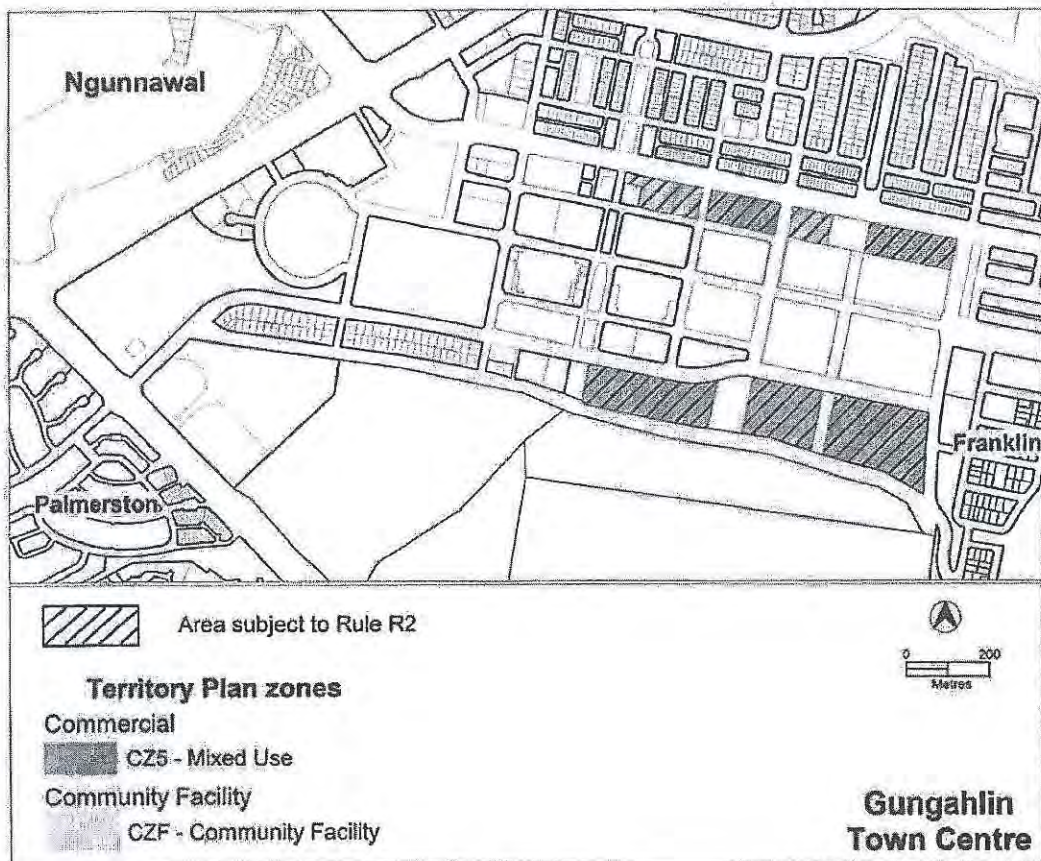


Figure 2 Location of future community facilities

Element 2: Subdivision

Rules	Criteria
3.1 Road network	
<p>R3 The design of each street complies with all of the following: a) the road reservations specified in Table 1 and Table 2 in Appendix A b) the road hierarchy shown in <i>Figure 3</i></p>	<p>C3 Street designs are endorsed by TAMS. In making its assessment TAMS will consider whether the proposed street design can achieve all of the following: a) street functions and facilities can be provided b) are capable of accommodating traffic growth in the town centre.</p>

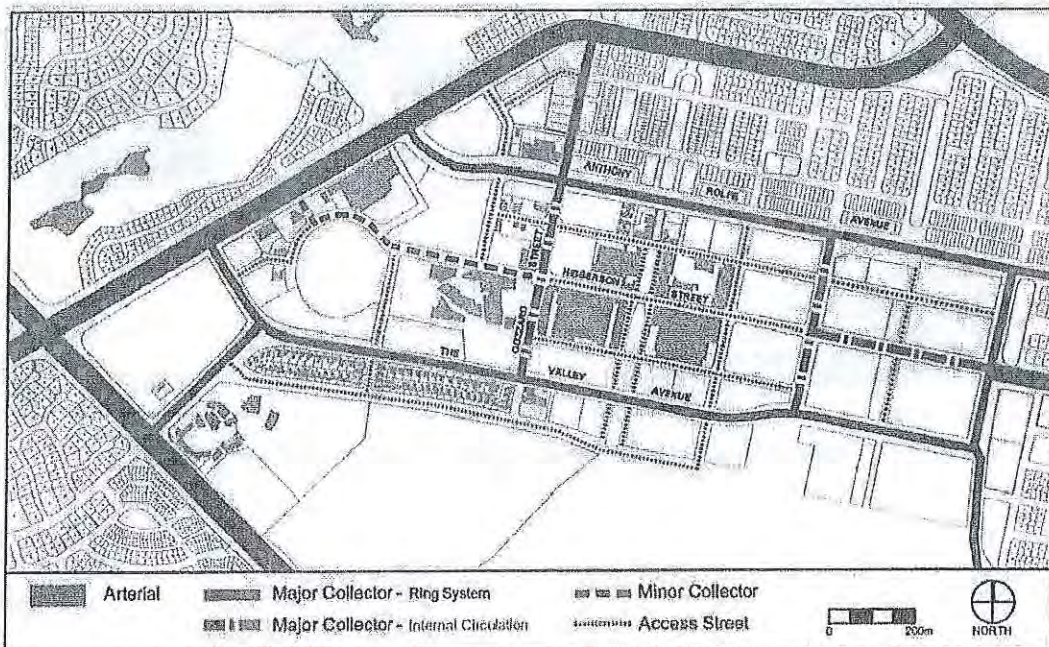


Figure 3 Road hierarchy

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

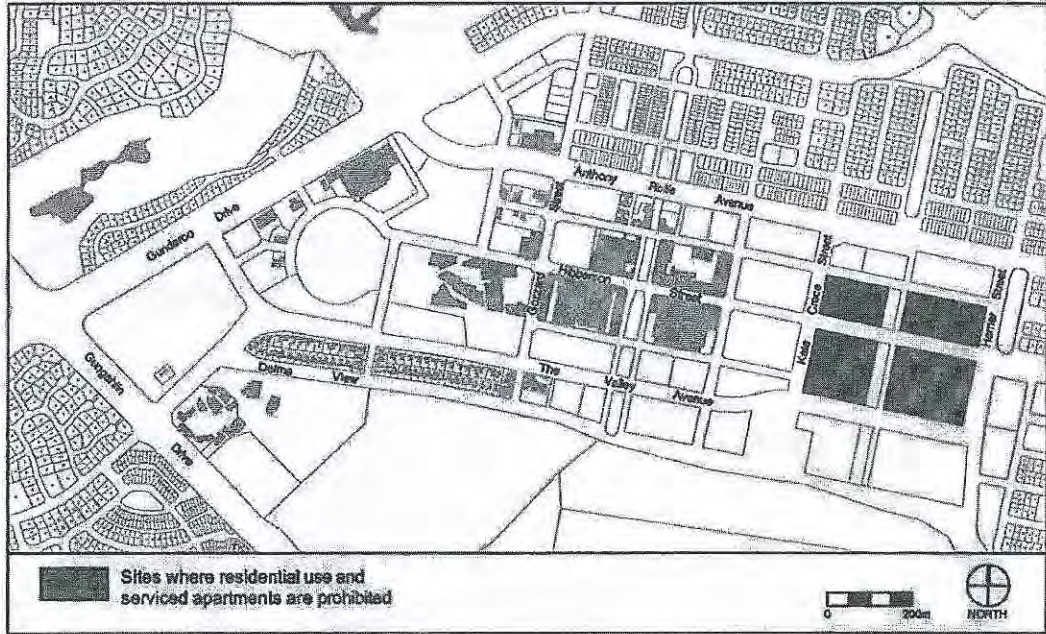


Figure 4 **Sites with restrictions on residential use and serviced *apartments*.**

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

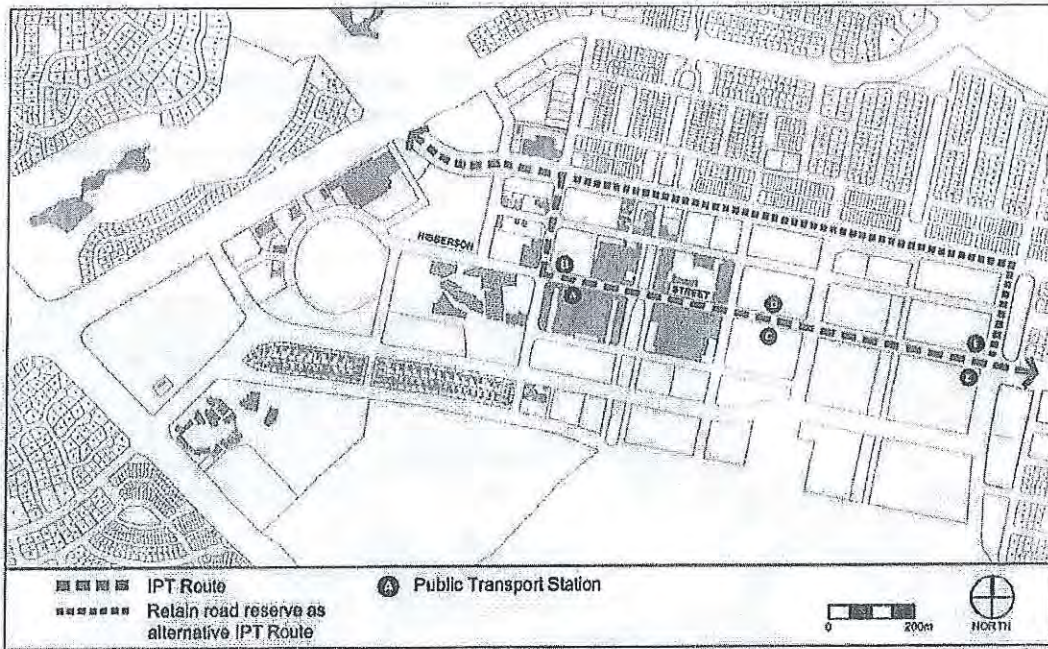


Figure 5 Public transport stations

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

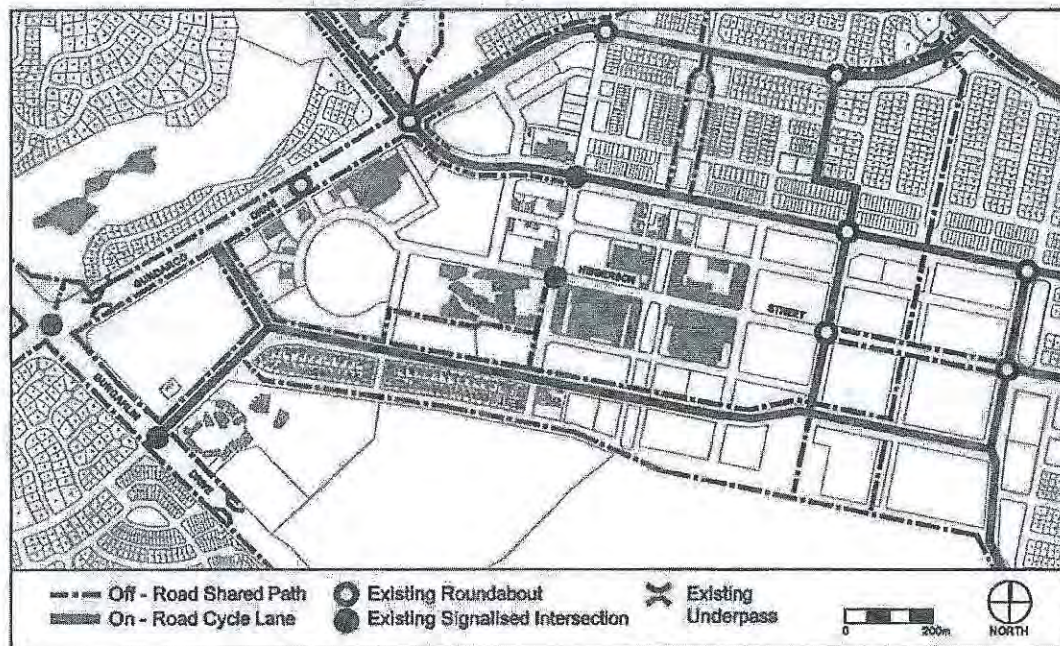


Figure 6 Trunk walking and cycling network

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

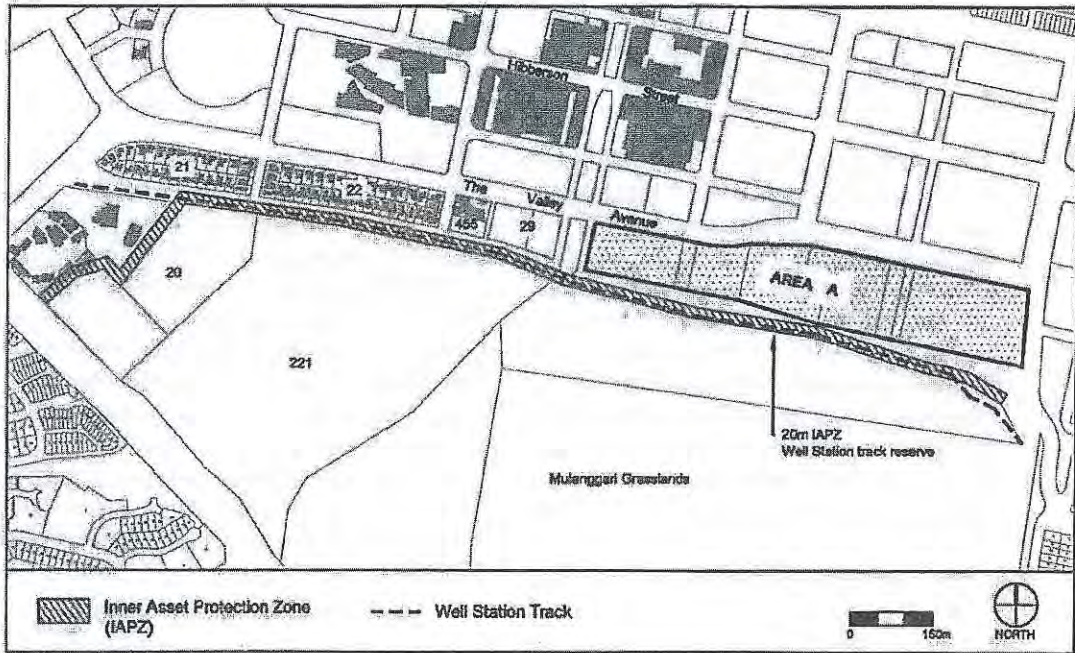


Figure 7 Bushfire protection

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

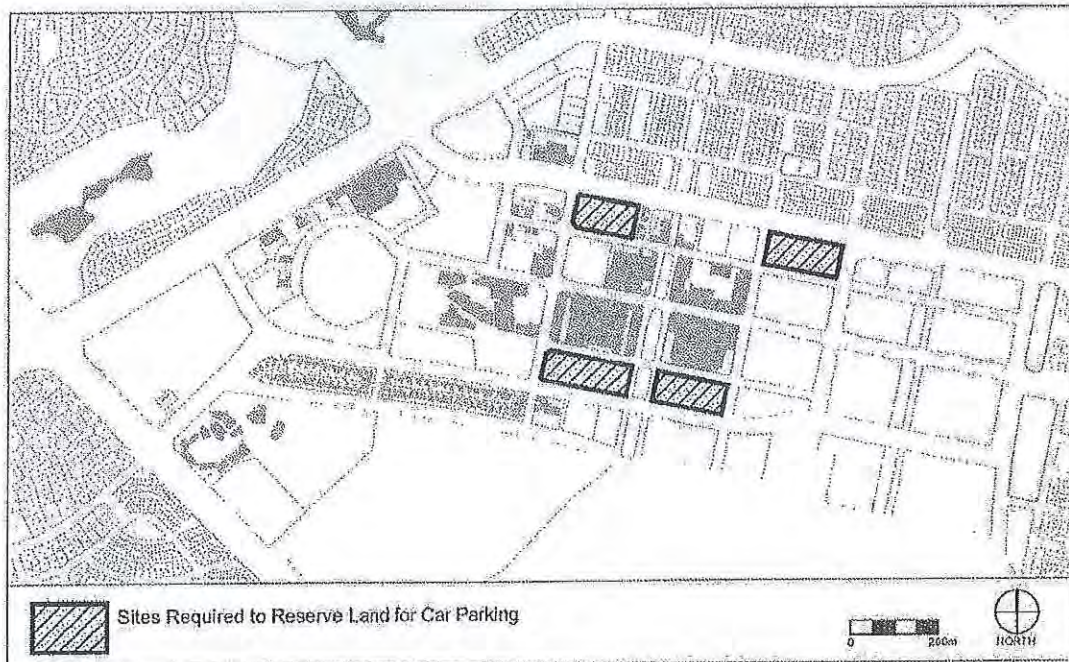


Figure 8 Location of sites for public car parking

Part B – General Development Controls

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

Element 1: Restrictions on use

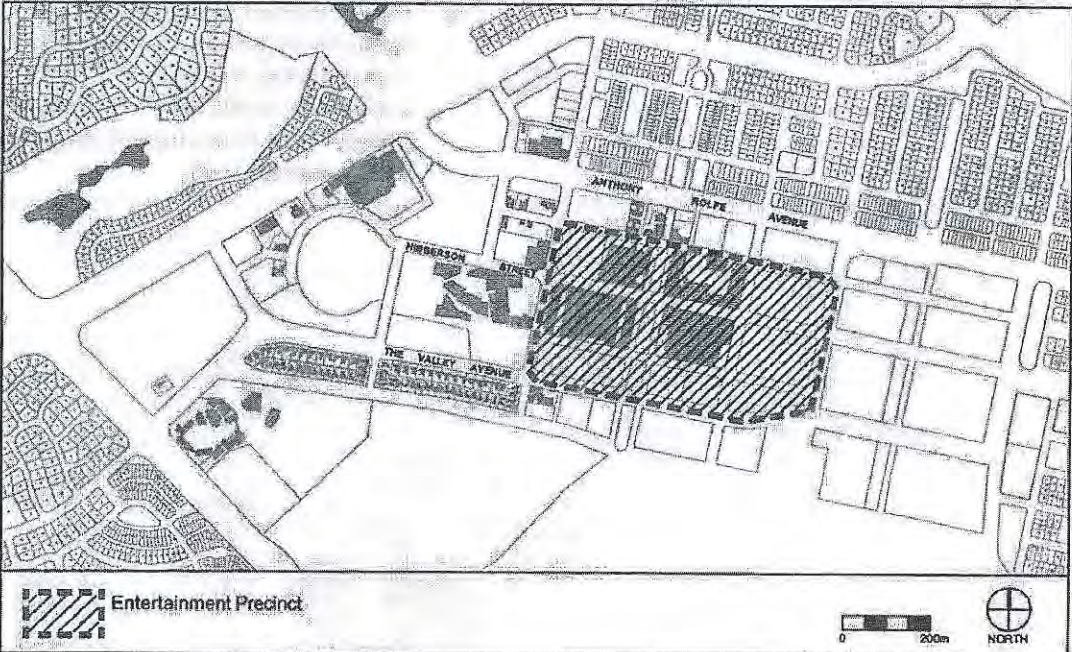
Rules	Criteria
1.1 Restriction on the location of a major cinema complex	
R9 In Gungahlin Town Centre, a cinema complex with more than 3 screens may only be permitted in the area outlined in <i>Figure 9</i> .	This is a mandatory requirement. There is no applicable criterion.
	

Figure 9 Entertainment precinct

Element 2: Building and site controls

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

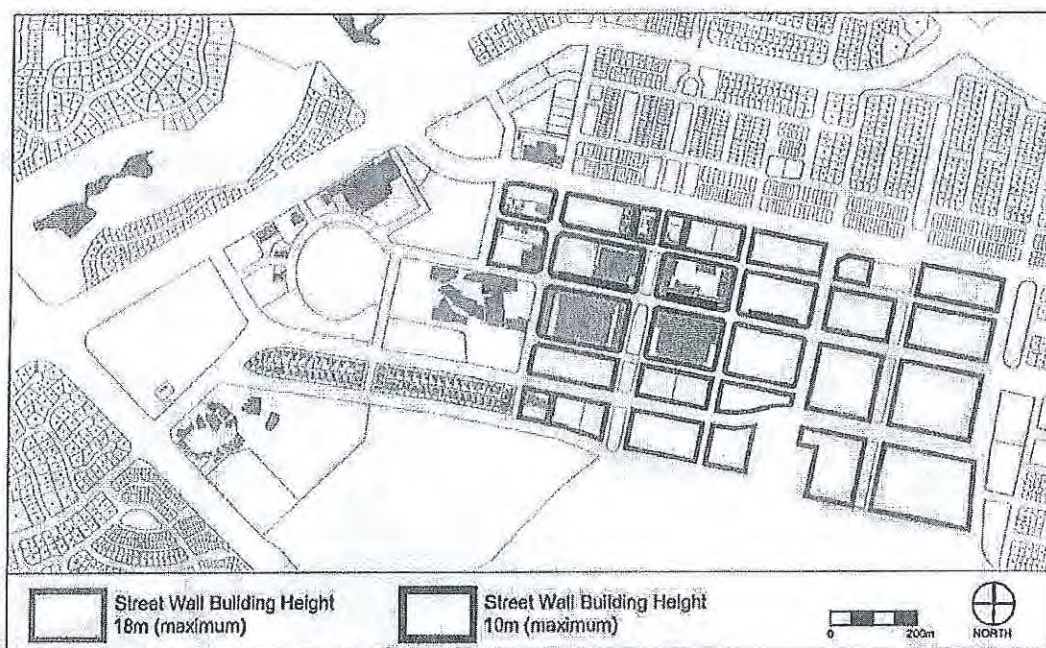


Figure 10 Restriction on *front boundary* building height

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

Element 3: Built form

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

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

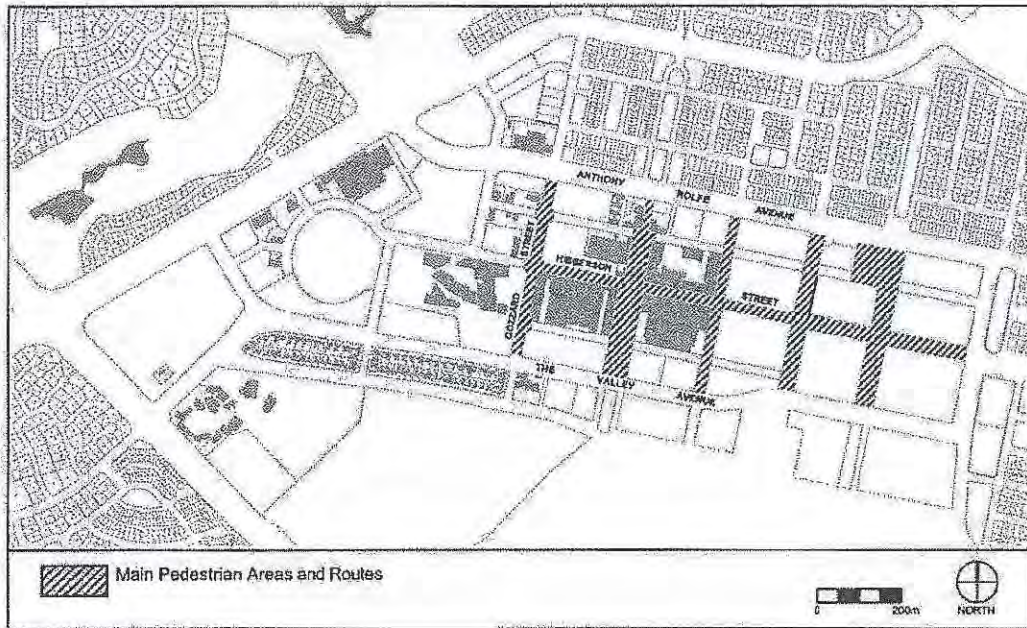


Figure 11 Main pedestrian areas and routes

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

Element 4: Parking and site access

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

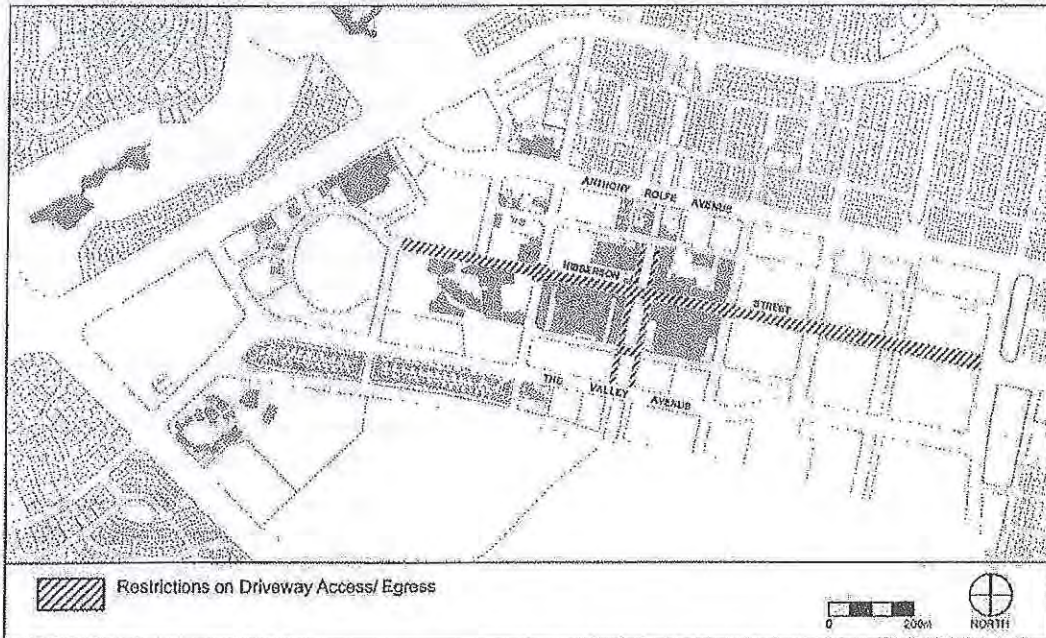


Figure 12 Restriction on driveway access and egress

Element 5: Amenity

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

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

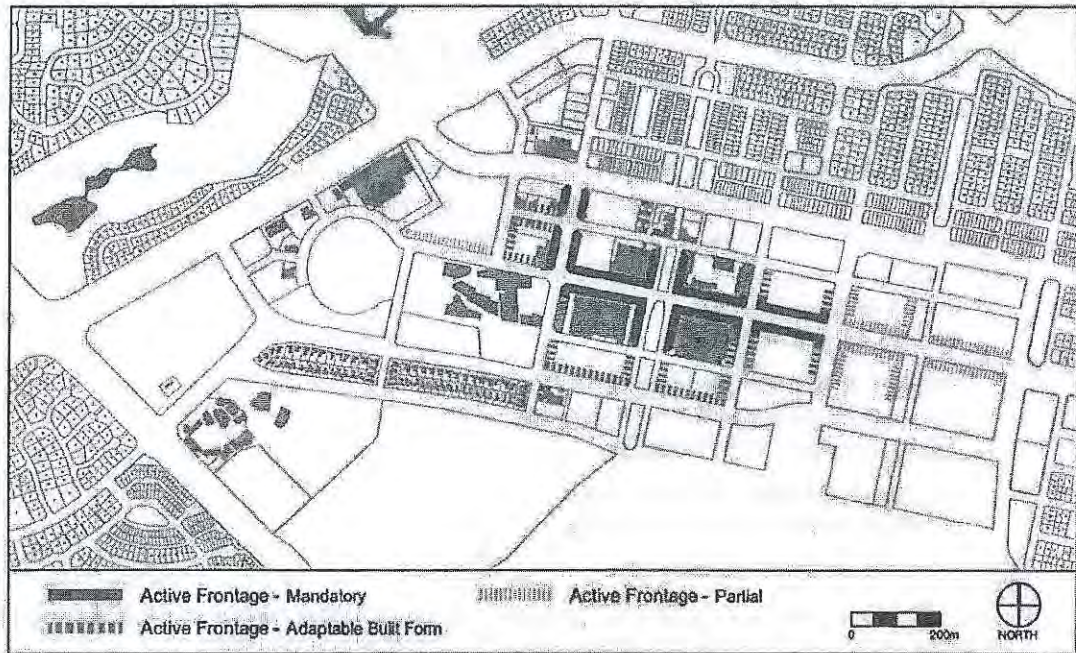


Figure 13 Active frontage requirements

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

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

Part C – Area Specific Controls

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

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

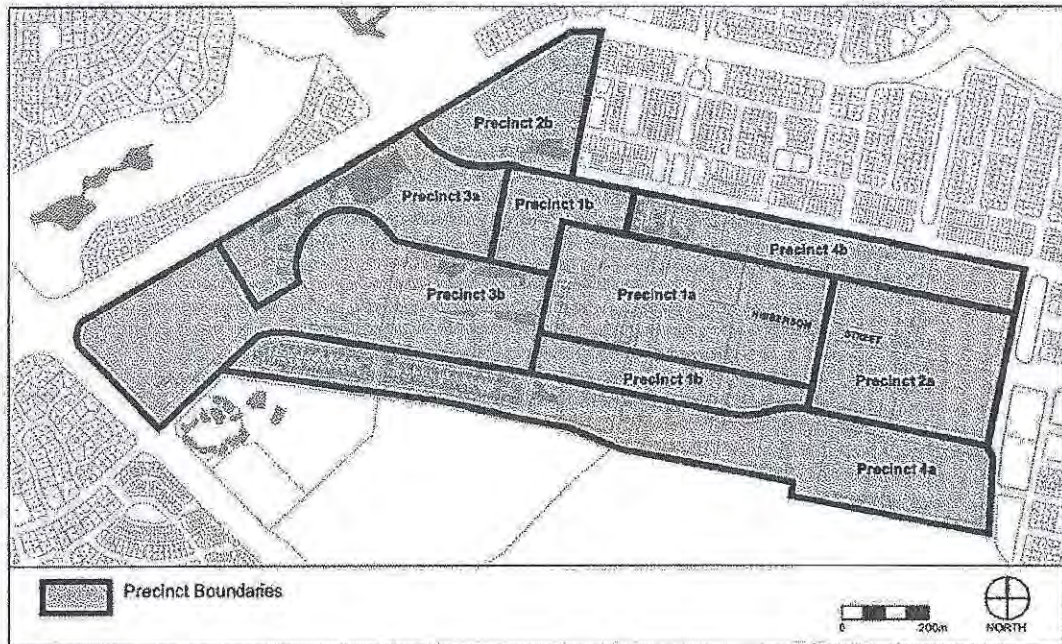


Figure 14 Precinct areas within the Gungahlin Town Centre

Gungahlin Town Centre has several precincts as the following:

- Precinct 1a – Retail Core
- Precinct 1b – Retail Core Mixed Use
- Precinct 2a – Office Core
- Precinct 2b – Office Park
- Precinct 3a – Services and Trades
- Precinct 3b – Major Community and Recreation Facilities
- Precinct 4a – Southern Transition
- Precinct 4b – Northern Transition

Part C(1) – Precinct 1a – Retail core

Element 1: Restrictions on use

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

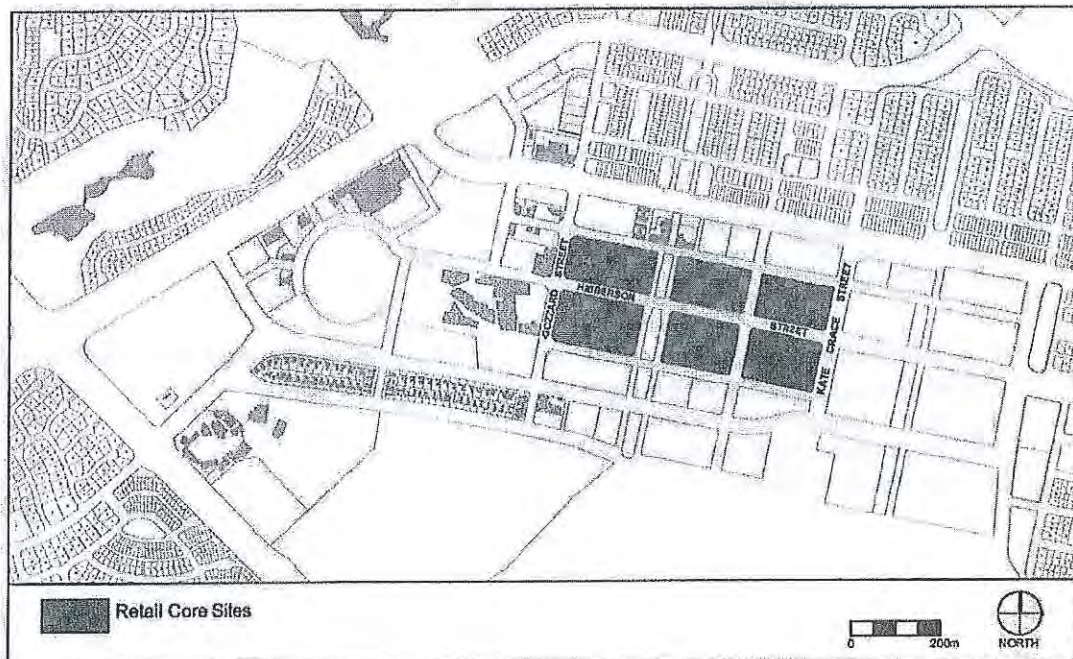


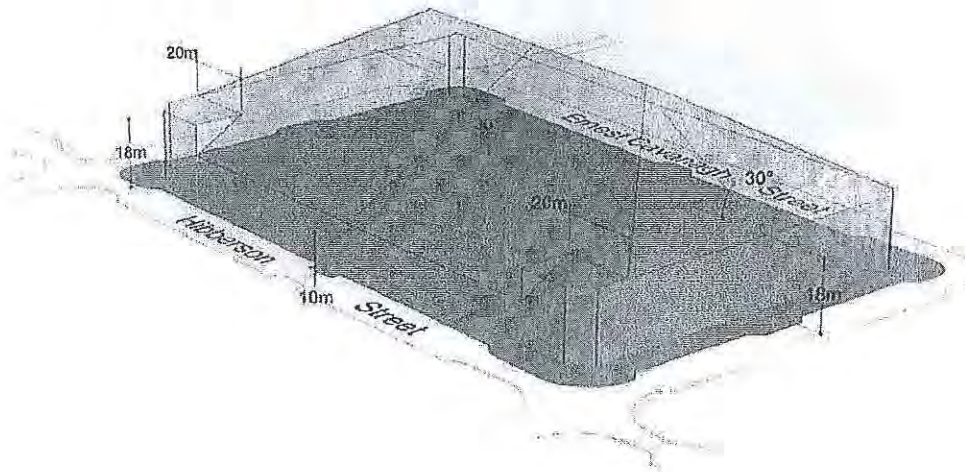
Figure 15 Retail Core area in Precinct 1a

Rules	Criteria
1.2 Protection of retail expansion opportunities	
<p>R28 All of the following restrictions are met:</p> <p>a) The ground floor of buildings include one or more of the following uses:</p> <ul style="list-style-type: none"> <i>Business agency</i> <i>Club</i> <i>Drink establishment</i> <i>Financial establishment</i> <i>Health facility</i> <i>Indoor entertainment facility</i> <i>Public agency</i> <i>Public transport facility</i> <i>Restaurant</i> <i>SHOP.</i> <p>b) The first floor of buildings include one or more of the following uses:</p> <ul style="list-style-type: none"> <i>Car park</i> <i>Club</i> <i>Drink establishment</i> <i>Health facility</i> <i>Indoor entertainment facility</i> <i>Indoor recreation facility</i> <i>NON-RETAIL COMMERCIAL USE</i> <i>Restaurant</i> <i>SHOP.</i> 	<p>C28 The design of the ground and first floors of the development can be converted to a shop, services or entertainment activities in future.</p>

Element 2: Building and site controls

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

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



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

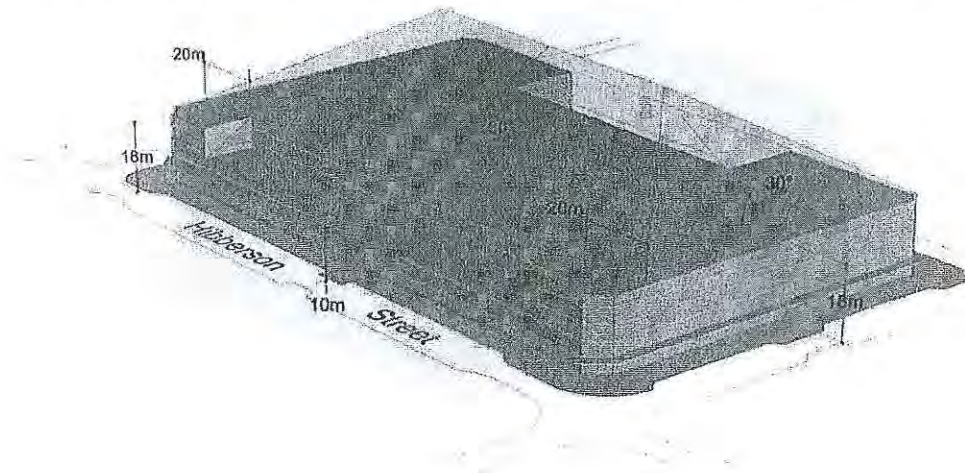
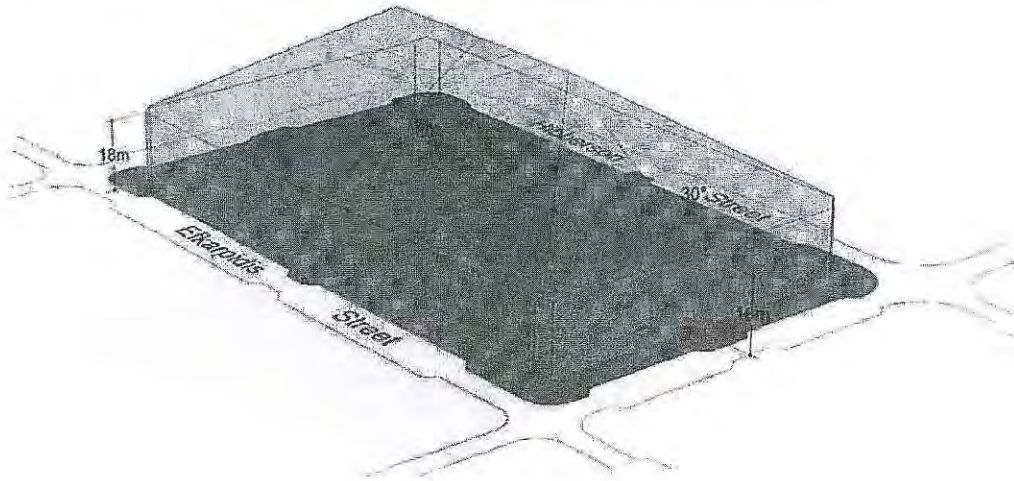
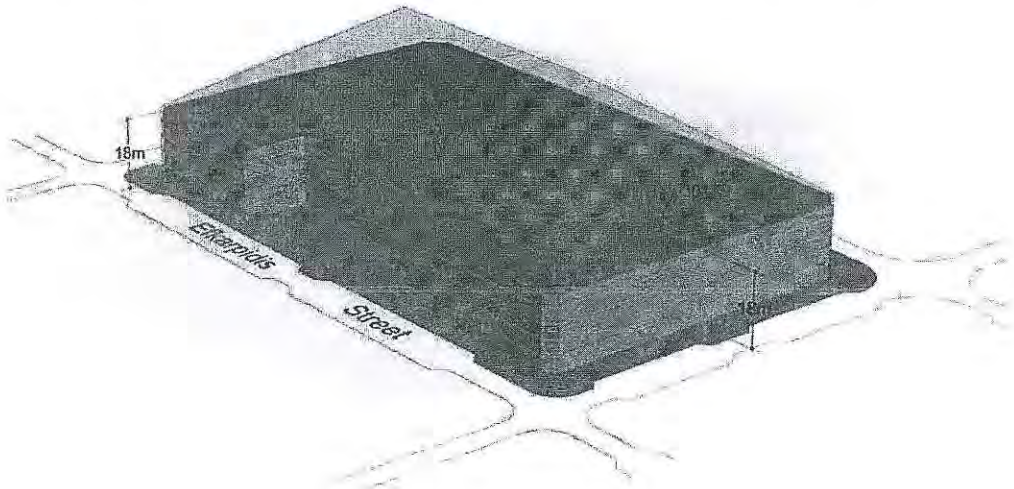


Figure 17 Building envelope in Precinct 1a (south of Hibberson Street)



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



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

Element 3: Built form

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

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

Element 1: Restrictions on use

Rules	Criteria
1.1 Retail	
<p>R32</p> <p>Until each of the six sections in Precinct 1a (refer <i>Figure 15</i>) contains one large retail anchor, the following uses are restricted to a maximum of 200m² Gross Floor Area per shop in Precinct 1b:</p> <ul style="list-style-type: none"> Department Store Discount Department Store Supermarket SHOP selling food <p>Note: This rule restricts the size of the listed developments until the retail core area is developed.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
1.2 Serviced apartment and RESIDENTIAL USE	
<p>R33</p> <p>The following uses are not permitted on the ground and first floors of buildings in Precinct 1b:</p> <ul style="list-style-type: none"> Serviced apartment RESIDENTIAL USE 	<p>This is a mandatory requirement. There is no applicable criterion.</p>

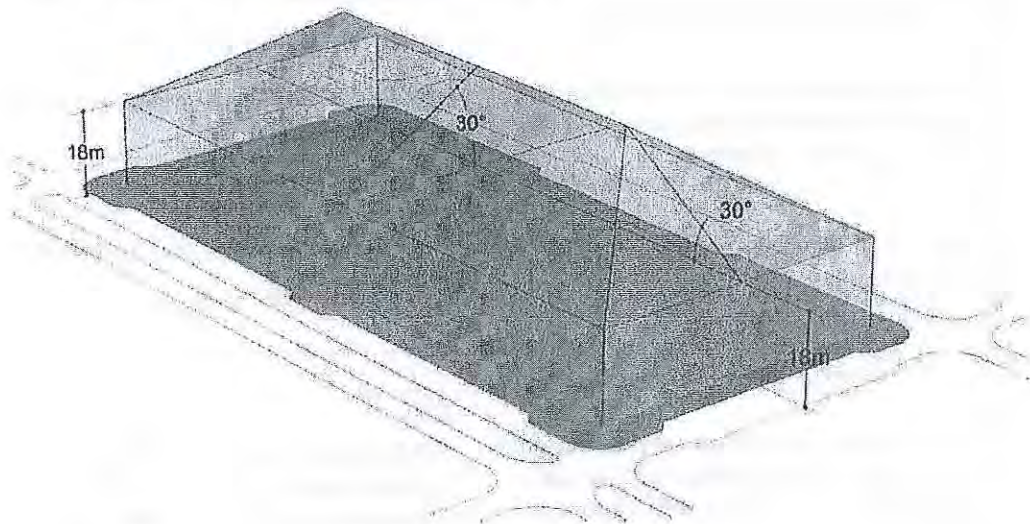
Element 2: Building and site controls

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

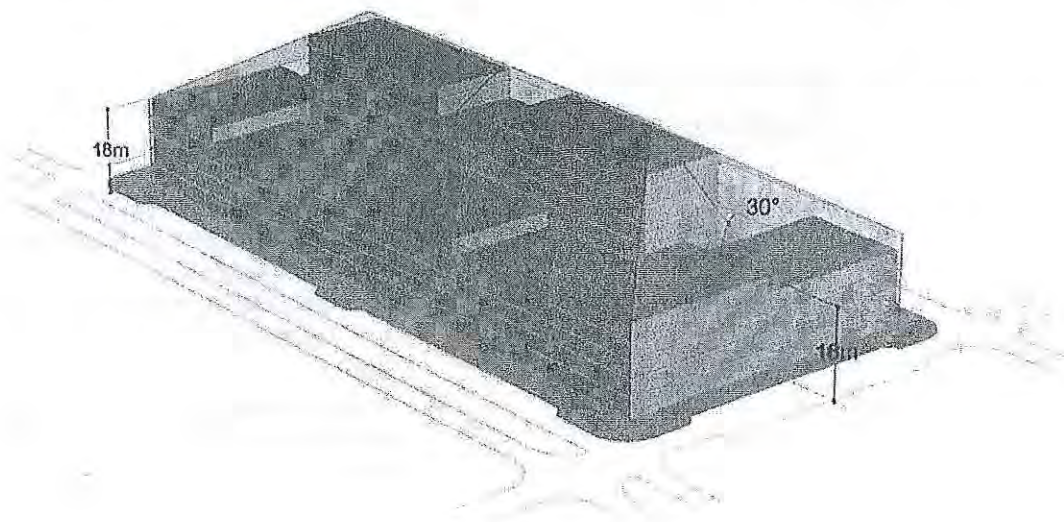
Element 3: Built form

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

Figure 18 Building envelope in Precinct 1b



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



Part C(3) – Precinct 2a – Office core

Element 2: Building and site controls

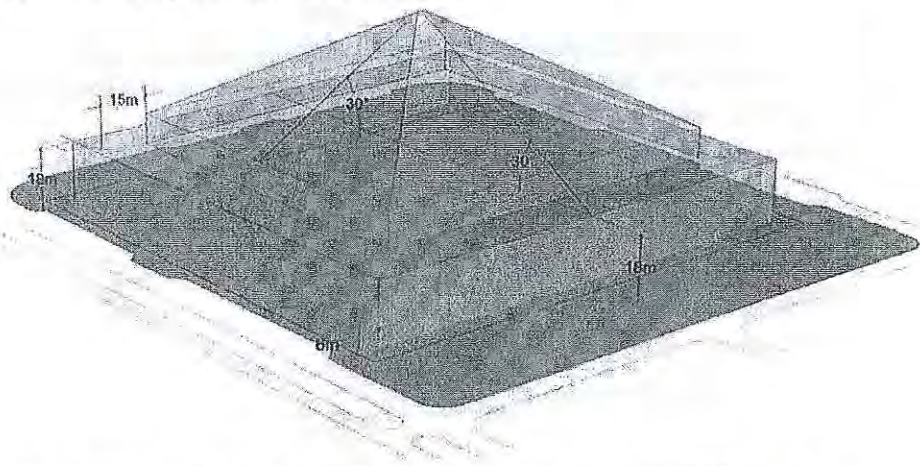
Rules	Criteria
2.1 Building envelope and setbacks	
R37 All building elements, including lift overruns and roof top plant are contained within the building envelope illustrated in <i>Figure 19</i> .	This is a mandatory requirement. There is no applicable criterion.
R38 Minimum 6m front boundary setback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

Element 3: Built form

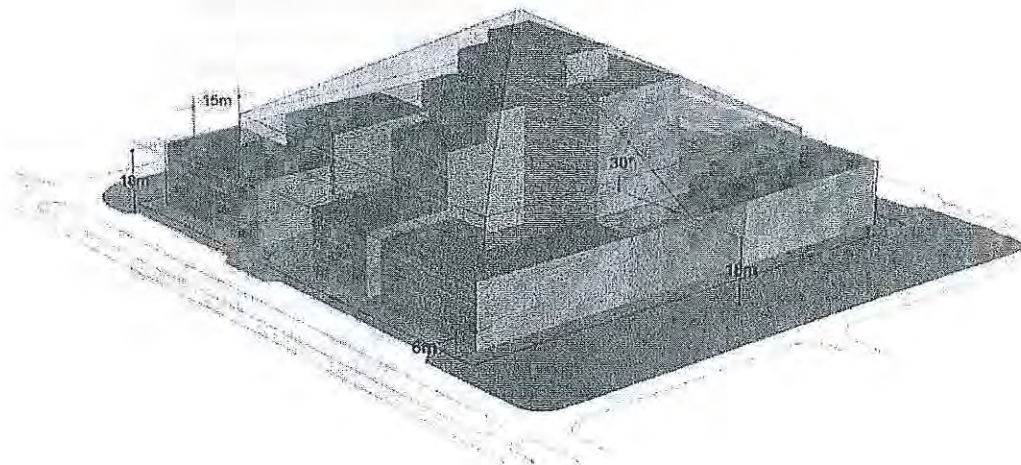
3.1 Activity and surveillance	
R39 A minimum of one of the following uses is provided at the ground floor level adjacent to the street or main building entry for buildings of 2,000m ² or greater: <i>Business agency</i> <i>Drink establishment</i> <i>Health facility</i> <i>Public agency</i> <i>Restaurant</i> <i>SHOP to a maximum GFA of 200m².</i>	C39 Buildings facing main pedestrian areas and routes identified in <i>Figure 11</i> incorporate uses that generate activity in the public space.
3.2 Location of public entrances	
There is no applicable rule.	C40 To provide public entrances that are easily identifiable and convenient, the development is to address all of the following: a) entrances to commercial and other uses provide a strong visual connection to the street b) the main building entrance relates to the overall bulk and scale of the building to emphasise the entrance to main lobby or foyer c) provide articulated building entrance to the street and/ or public space that is at grade with the adjoining verge or finished <i>site</i> levels.

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

Figure 19 Building envelope in Precinct 2a



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



Part C(4) – Precinct 2b – Office park

Element 2: Building and site controls

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

Element 3: Built form

3.1 Activity and surveillance	
<p>R43 A minimum of one of the following uses is provided at the ground floor level abutting the street or main building entry for buildings of 2,000m² or greater:</p> <ul style="list-style-type: none"> <i>Business agency</i> <i>Drink establishment</i> <i>Health facility</i> <i>Public agency</i> <i>Restaurant</i> <i>SHOP.</i> 	<p>C43 Buildings abutting the street or main building entry incorporate uses that generate activity in the public space.</p>
3.2 Location of public entrances	
<p>There is no applicable rule.</p>	<p>C44 To provide public entrances that are easily identifiable and convenient, the development is to provide all of the following:</p> <ul style="list-style-type: none"> a) entrances to commercial and other uses provide a strong visual connection to the street b) the main building entrance relate to the overall bulk and scale of the building to emphasise the entrance to main lobby or foyer c) provide articulated building entrance to the street and/ or public space that is at grade with the adjoining verge or finished site levels.

Part C(5) – Precinct 3a – Services and Trades

Element 2: Building and site controls

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

Element 3: Built form

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

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

Element 2: Building and site controls

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

Element 3: Built form

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

Element 5: Amenity

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

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

Element 2: Building and site controls

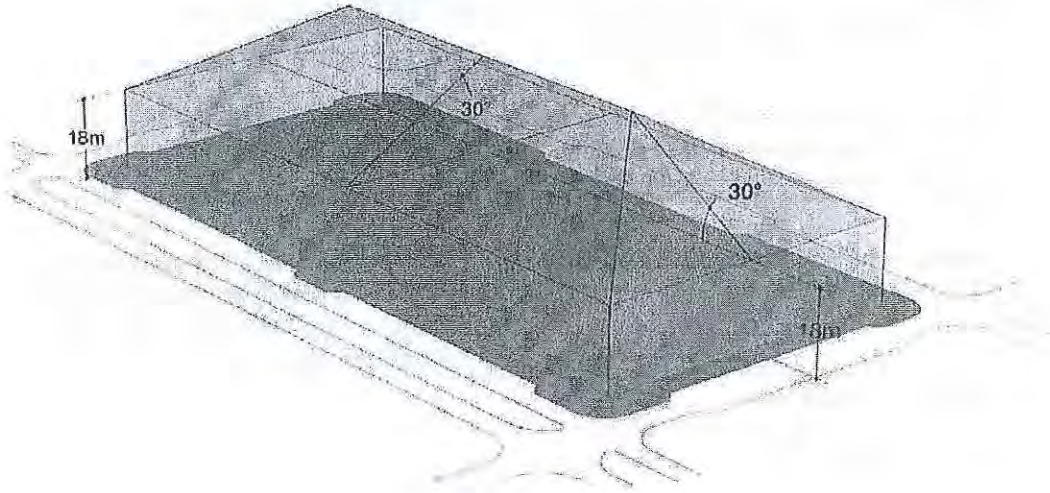
Rules	Criteria
2.1 Building envelope	
R52 All building elements, including lift overruns and roof top plant are contained within building envelope controls shown in <i>Figure 20</i> .	This is a mandatory requirement. There is no applicable criterion.
2.2 Redevelopment of sections 21 and 22 Gungahlin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

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

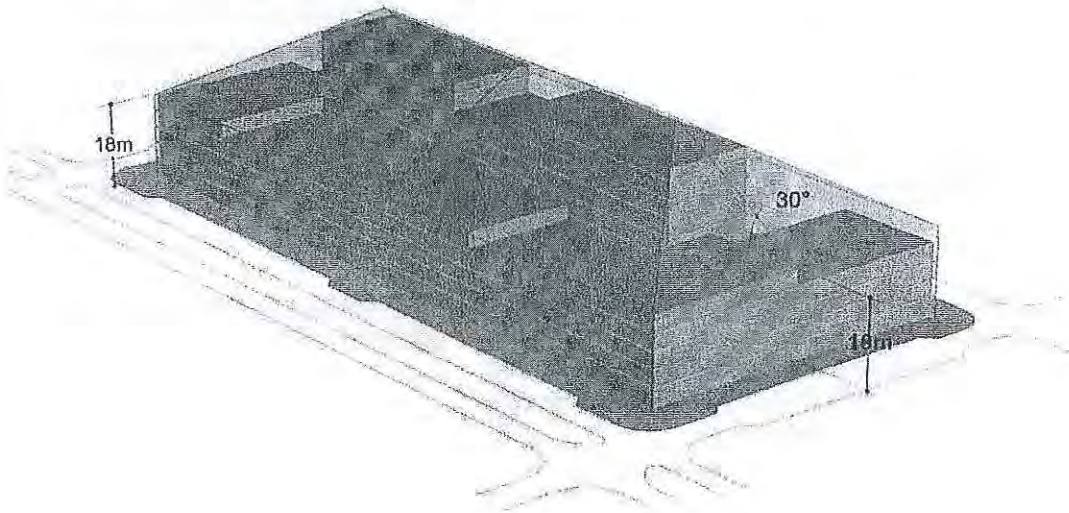
Element 3: Built form

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

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



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



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

Element 2: Building and site controls

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

Element 3: Built form

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

Appendix A – Road Reservation

Table 1 Major collector Street Network Requirements

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

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

Appendix B – Definitions of terms used in this code

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

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

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

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

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

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

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

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

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

Large retail anchor means a department store or supermarket of 1 200m² or more in *gross floor area*. A cinema complex is not considered a *large retail anchor*.

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

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

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

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

THE ACT PARLIAMENTARY COUNSEL

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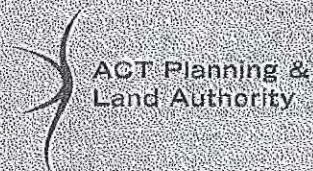
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Structure Plan

Gungahlin Town Centre



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1. INTRODUCTION

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

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

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

2. APPLICATION

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

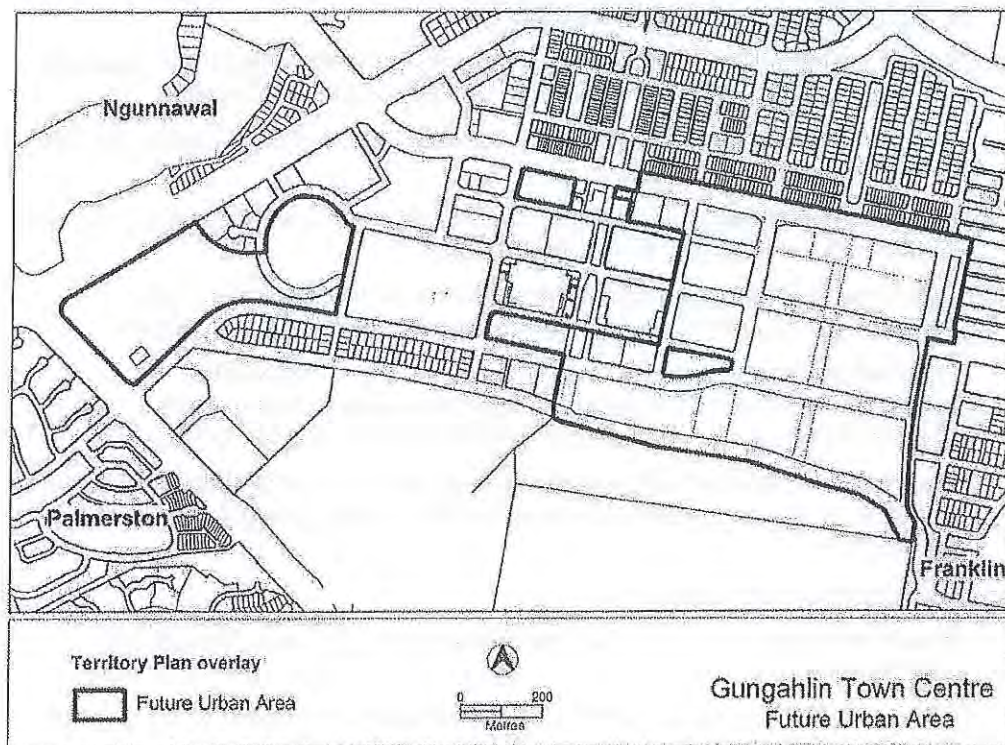


Figure 1 Location of area subject to this structure plan

3. PROHIBITED DEVELOPMENT

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

4. PRINCIPLES FOR THE DEVELOPMENT OF GUNG AHLIN TOWN CENTRE FUTURE URBAN AREA

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

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

Street and movement system

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

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

Public transport

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

Car parking

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

Open space

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

Design quality

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

Energy use

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

Storm water

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

Urban design

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

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

Cultural planning

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

Bushfire protection

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

Equity

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

Wellbeing precinct

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

Structure Plan

Gungahlin Central Area



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Introduction

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

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

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

Figure 1.1 Area subject to the Structure Plan



Principles and Policies

Objectives

Central Suburbs

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

General Principles

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

Environment

Biodiversity

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

Energy

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

Water

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

Building

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

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

Heritage

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

Cultural Planning

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

Social

Access

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

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

Equity

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

Amenity

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

Community safety

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

Flexibility

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

Economic

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

Transport

Streets

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

Parking

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

Public transport

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

Pedestrians

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

Bicycles

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

Public Spaces

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

Stormwater

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

Urban Design

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

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

Urban Structure Principles Central Suburbs

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

Central Suburbs Land Use

Central Suburbs land use is based on principles that:

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

Central Suburbs Conservation

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

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

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

Central Suburbs Street and Movement System

The street and movement system is based on principles that:

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

Central Suburbs Urban Open Space

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

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

Central Suburbs Urban Form

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

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

Central Suburbs Landscape

The Central Suburbs landscape is based on principles that:

General

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

Walking paths

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

Cycleways

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

Roads

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

Conservation Areas

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

Watercourse Parks

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

Local parks

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

Community gardens

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

Central Suburbs Heritage

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

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

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

Central Suburbs Utilities

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

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

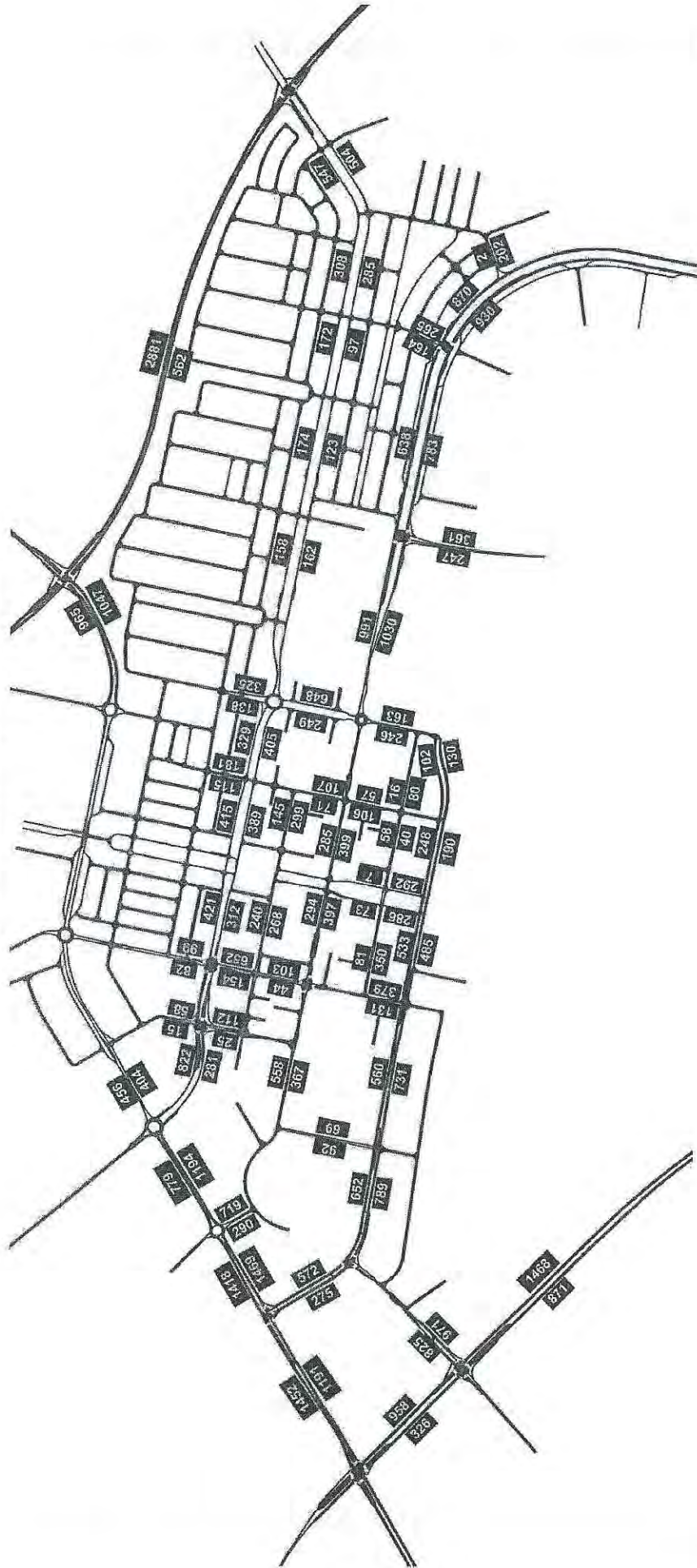
Central Suburbs Staging

Staging of development is based on the principles that:

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

APPENDIX J – MICRO-SIMULATION TRAFFIC VOLUMES

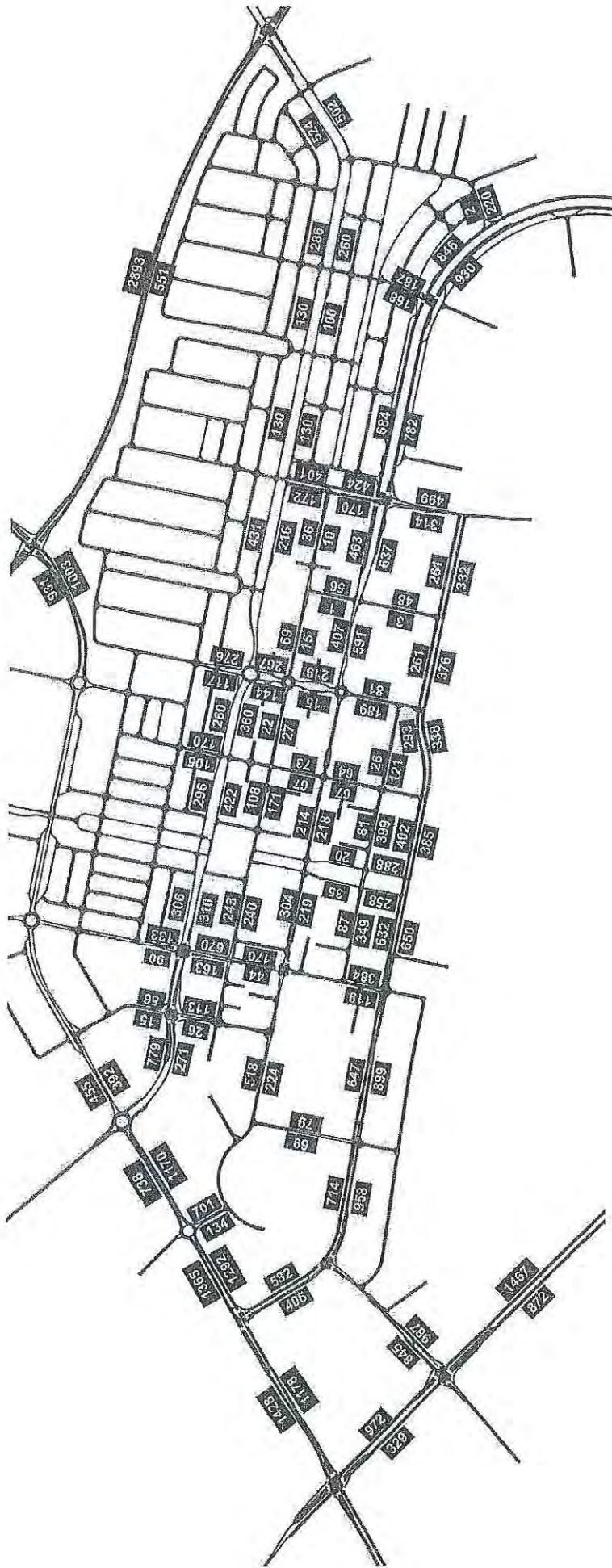
'Base' Scenario 2031 AM Peak



1907



GTCERN Scenario 2031 AM Peak



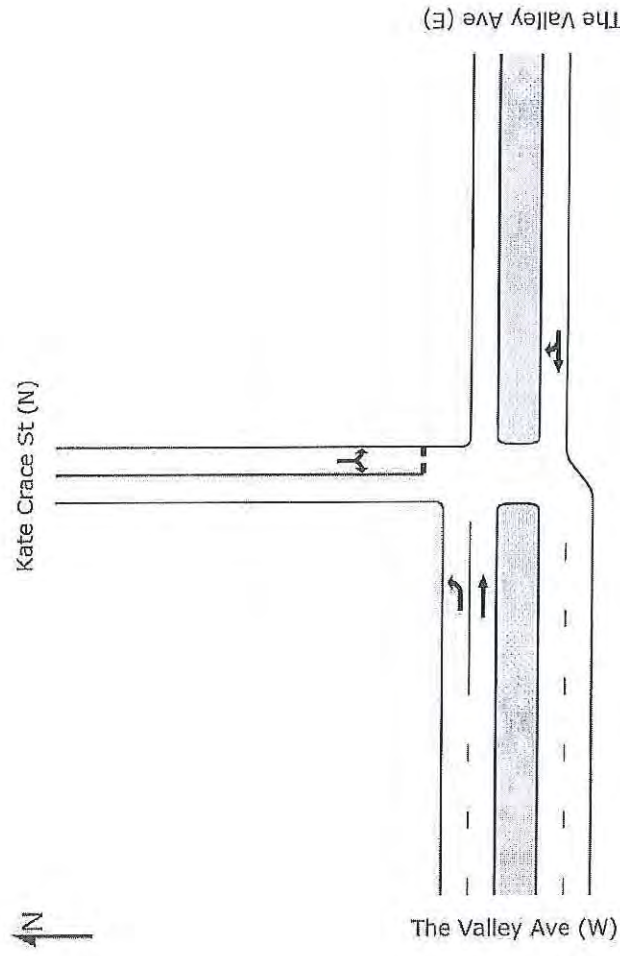
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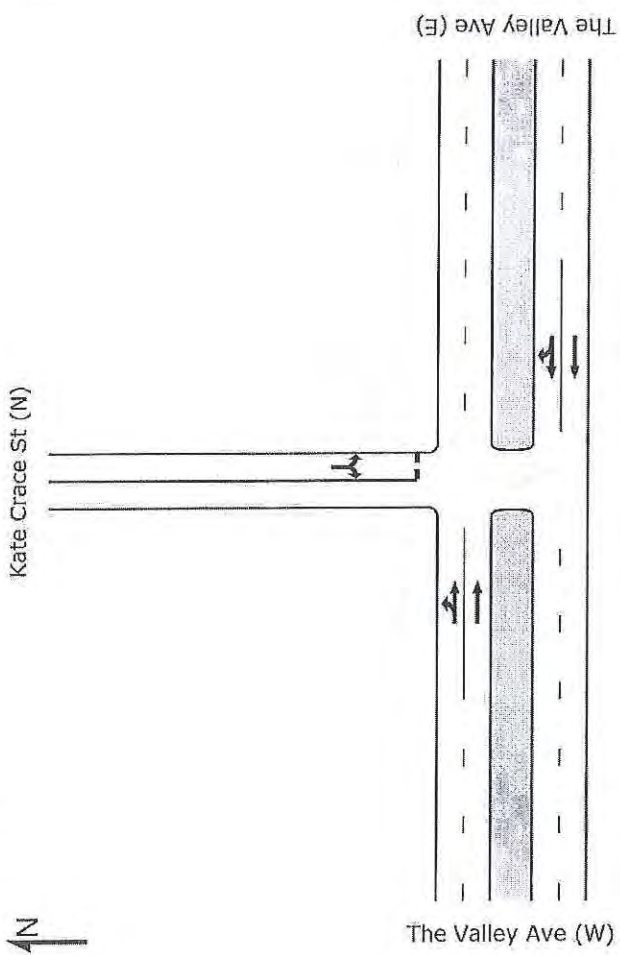
APPENDIX K - INTERSECTION LAYOUTS



GTCERN Intersection Layouts

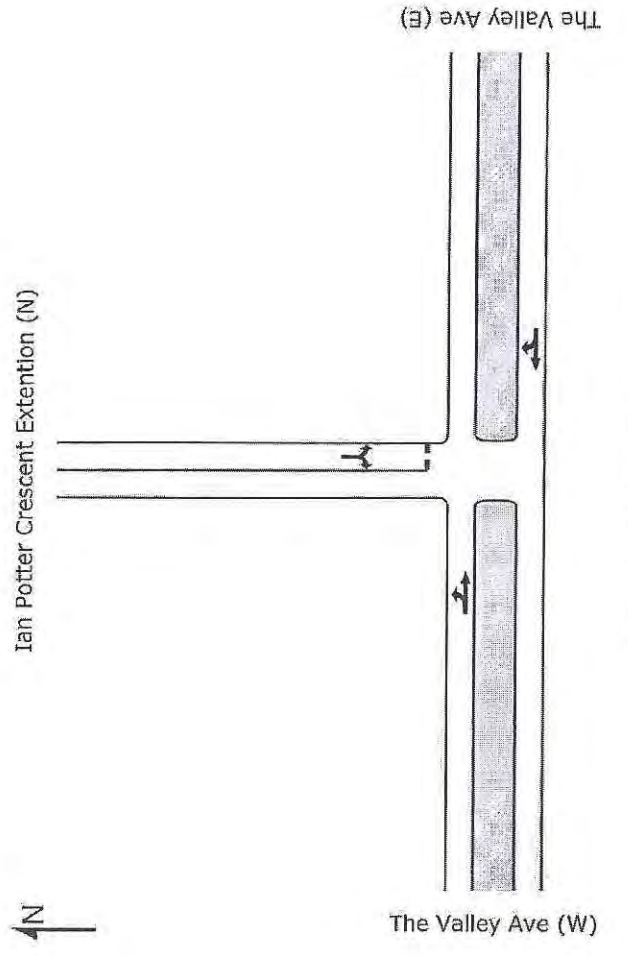


1: Layout used in Alternative scenario

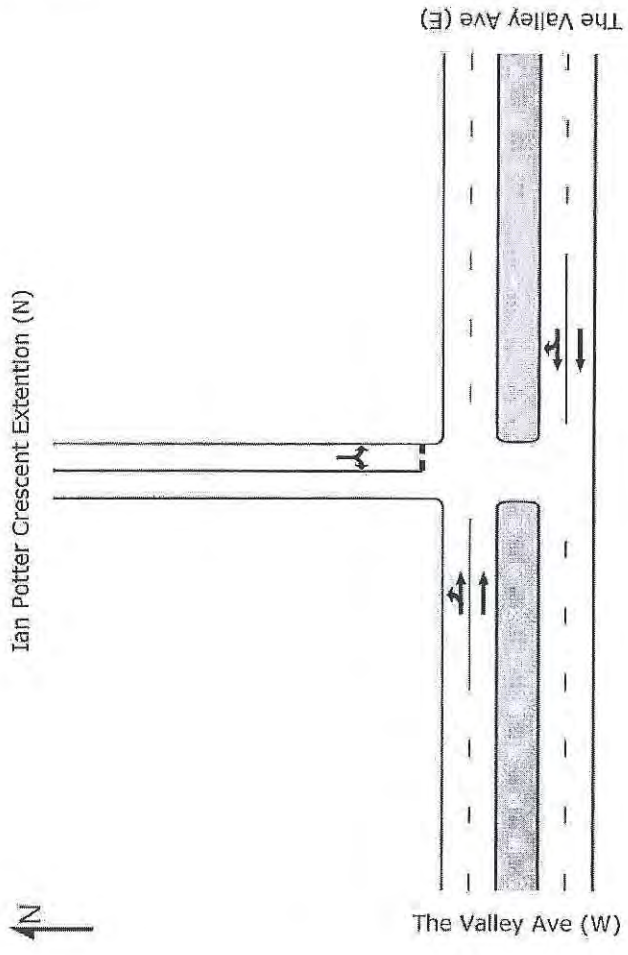


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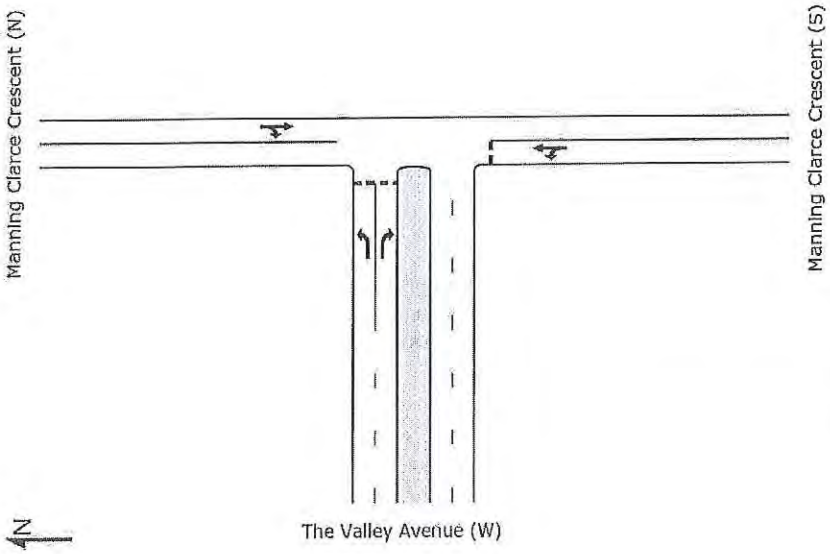


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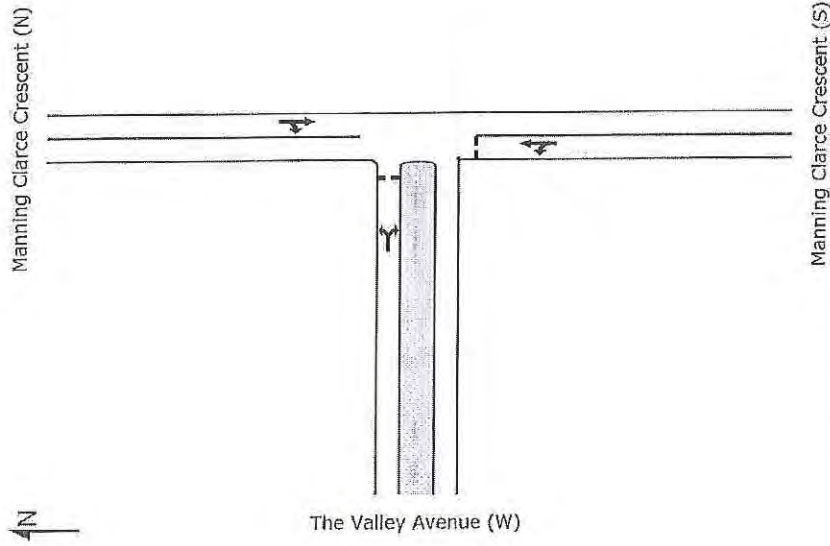


2: Layout used in GTCERN scenario





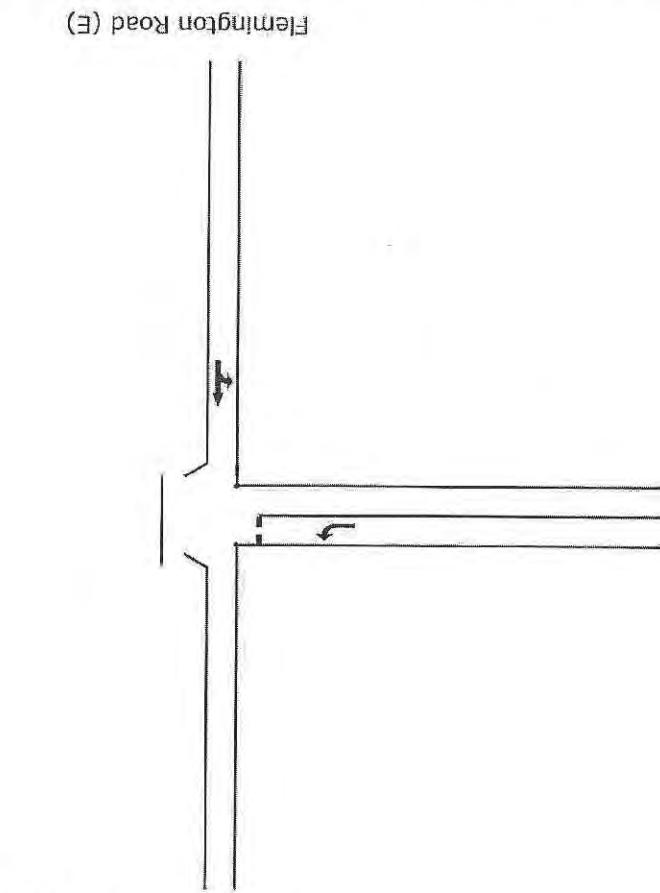
3: Layout used in GTCERN scenario



3: Layout used in Alternative scenario

1912

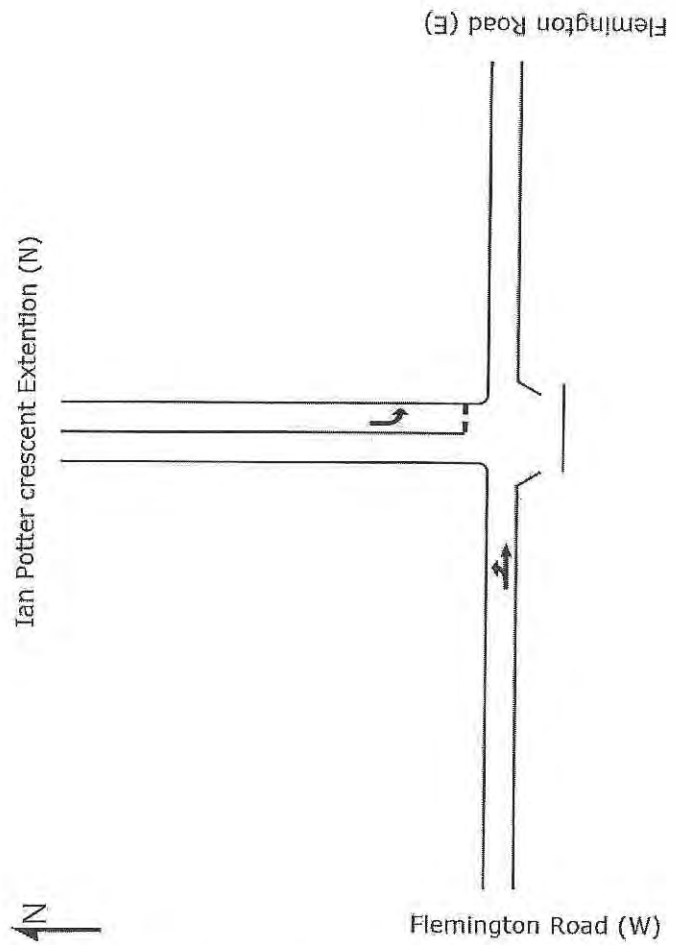
Flemington Road (W)



Ian Potter Crescent Extension (S)

4: Only Exists in GTCERN scenario

N



Flemington Road (W)

Flemington Road (E)

5: Only Exists in GTCERN scenario

1913

