

WRITTEN SUBMISSIONS

Submission 1

Thank you for the opportunity to participate in this consultation about the Gungahlin Town Centre.

I offer the following comments on key topics

Building Height

I support the concept of Marker Buildings of up to 27 storeys high at key entry points to the town centre. Marker buildings help to define and locate the Town Centre for navigation both within and when approaching the TC. That would address one of the major criticisms of Canberra that there is no indication of entry to the key centres (particularly the City) and marker buildings on entry will address this perception.

Pedestrian / Cycle Connections

We need to facilitate ACTIVE TRAVEL by providing better pedestrian/cycle networks of high quality. The problem locations need to be resolved safely from the beginning (not left until last) and connectivity throughout the Town Centre and to adjoining suburbs is very important.

Road Network

The arterial road network is now being developed to bring people to the Town Centre, but the internal roads do not appear to be able to safely handle the traffic (one lane roads may not be enough for major entry roads and through the Town Centre (for example Anthony Rolfe Avenue does not seem to be OK). We need to strongly encourage sustainable travel (light rail is a very good start) through reducing car ownership in residential developments (where there is a reduced NEED for cars to travel during commuter peak periods). If we provide the frequent public transport services then it follows that dependence on cars should decrease (apply Transport for Canberra principles everywhere).

Residential Development

I fully support the supply of more residential developments in the Town Centre (with restaurants and cafes on the ground floor level) as these will give us activation and surveillance of the streets and patronage of the businesses. We need to make it easier for people to live in the Town Centre with the opportunities

for reduced dependence on cars (ownership and use). We should encourage and reward developments that make provision for car share arrangements rather than multiple car spaces for residents – the Parking and Vehicular Access General Code has a reduced requirement for car parking in residential developments.

Thank you for the opportunity to participate in the refresh liaison.

Submission 2

This is an appalling attempt at a survey. It is obvious that the exercise is not being taken seriously.

In brief:

Major issues are not addressed at all e.g. road access to and around the Town Centre, the proposed tram, mobility and access issues for the aged and disabled, the limited range of retail outlets and their geographic dispersion, ...

The survey questions are poorly designed and structured, with many tick box answers not mutually exclusive or exhaustive, and very little opportunity provided to supply clarifying or additional comments

As a result, the responses provided, particularly for a self selecting survey, will be of little or no use.

I would expect a better designed survey from a group of primary school children.

Given the 30 year plus neglect of planning issues in Gungahlin, the community has a right to more than a 'planning refresh', particularly one as limited as this one appears to be.

Even the email address provided for separate comments is in error.

Submission 3

Thank you for the opportunity to provide comment on the review Gungahlin Town Centre Planning. The Property Council welcomes the Government's commitment to the review of existing planning arrangements.

The Property Council is supportive of planning reform initiatives that encourages and facilitates authentic Transit-Oriented Development (TOD). TOD includes moderate to high density development (residential, commercial, retail etc) within proximity to public transport routes.

TOD also seeks facilitates sustainable public transport and improve accessibility to

goods, services and employment.

Whilst the concept of TOD is not new, it has been evolving. A number of initiatives and planning schemes have been implemented Australia wide and internationally. Many Australian jurisdictions have a key policy that outlines objectives and guidance on built form outcomes including building height, scale, land use and design. The ACT Government is in an enviable position to demonstrate leadership with respect to planning and achieving high quality outcomes, with jurisdictions limited by dual overlays for State and Local Planning Schemes and often competing interests.

To facilitate TOD, the Property Council is supportive of a review of the Gungahlin Town Centre Planning in consideration of the following:

Land Use Mix – review of potential constraints to particular land use and land use distribution. This may include consideration of wider crown lease incentives to encourage investment and additional land uses.

Building Height & Scale – current limitations of the Town Centre encourage lower – mid density outcomes. These are well below other examples of TOD which often encourage densities over 100 dwellings per Ha.

Car Parking – Gungahlin currently has a very high generation requirement. This policy is currently in conflict with TOD objectives.

Public Realm - planning for public realm and investment into street level environments.

Social Infrastructure – e.g schools, community services etc.

Whilst initiatives or a Transport Oriented Development policy should not be limited to Gungahlin, the current planning scheme currently reflects current short falls between the vision of the Light Rail and current urban form.

The review of this scheme provides opportunity to revitalise the development of Gungahlin that will provide additional benefits associated with liveability and access to employment, goods and services. Planning for the Town Centre should consider both existing communities and future residents.

Submission 4

Height limit should be imposed in the Gungahlin area. Otherwise, it will be too crowded in the centre area. Gundaroo drive is congested every day. Infinity towers should be the last two tall buildings in this area.

Strongly oppose!

Submission 5

The Real Estate Institute of the ACT acknowledges and welcomes the changes that are occurring in the Gungahlin Town Centre. The diversity of housing choices, the expanding business community and the provision of excellent community facilities confirms the town centre is indeed a thriving and exciting place that is proving to be a 'place of choice' for many seeking to live in and possibly work in a modern environment.

The introduction of high rise domestic accommodation adds greatly to the Centres diversity. The Institute encourages the Authority to establish a design panel of experts in architecture, planning and design to assist in ensuring a high quality of design and amenity.

The Institute is aware of a proposal by Empire Global to develop an iconic landmark series of buildings that will add greatly to the amenity of the Gungahlin Town Centre. We understand the development, should it be approved, will consist of a nine level building and two twenty six level buildings bridged at the top which we also understand is intended to have restaurant facilities.

In our opinion, the diversity and impact of a development such as this, is most welcome. As this wonderful city quickly moves into the 21st century with our light rail program, our security of general services and our lifestyle that is the envy of all who don't live here, we need to be leaders covering the development of how we live, how and what we work at and how we can enjoy our environment.

Whilst 2016 saw nearly 5000 approvals for apartments and townhouses across Canberra, the rental position continues to reflect a lack of choice and availability. Vacancy levels are in most cases below 1%. This is particularly evident around our town centres where there is new development. The Gungahlin Town Centre is already a popular place to live and with new and exciting facilities such as the proposed movie theatres, the centre will need to provide a variety of dwelling styles.

The Real Estate Institute commends the Authorities initiative to refresh the planning of the Gungahlin Town Centre and supports the development approval for the 'Air' proposal by Empire Global.

Submission 6

I would like to provide comment on the Gungahlin Town Centre as part of the Town Centre Planning Refresh.

The road connections between the town centre and surrounding suburbs do not function.

For example:

Driving north on Flemington Road en route to Nicholls funnels you into the town centre with no way to bypass the centre or easily get out of it.

Flemington Drive is a 'road to nowhere'. There needs to be a drive through connection that avoids Valley Avenue, connecting Flemington Drive directly to Gungahlin Drive, ideally at the southern intersection of Kosciuszko Ave and Gungahlin Drive (forget the nature reserve: we live in a city and we need proper connecting roads; not missing links to preserve grasses.)

Leaving the town centre to head to Nicholls requires turning right onto Valley Avenue, which is impossible. There should be a roundabout at every Valley avenue intersection and light at Warwick Street. The alternative is to head down Crinigan Circuit to Ginn Street onto Gundaroo Drive, which is also a nightmare. Even with Gundaroo Drive's upgrade, this will be difficult.

Heading north on Gungahlin Drive from southside to Nicholls ... if you want to go to Gungahlin shops on the way, you have 2 choices: 1) turn off at Well's Station Rd and head north on Flemington Drive (see above); or 2) go PAST Gungahlin and turn right at Valley Avenue and double back. Stupid!

The road layout has not been properly thought through for Gungahlin. Much of these problems would be fixed by:

Improving intersections on Valley Avenue so that there are either traffic lights or roundabouts; or a 4 lane link from Manning Clarke Crescent to Gungahlin Drive.

Submission 7

I am a resident in the Gungahlin area and I pay my taxes as appropriate, thus I kindly request that the ACT government to consider making a pedestrian crossing near the Gungahlin Post Office, as crossing in this area is difficult at times, especially in peak hours.

I look forward to hear from you soon.

Submission 8

I am writing to advocate for the upgrade of the walking path that currently links Palmerston via the southern junction of Kosciuszko Avenue and Gungahlin Drive through Mulanggari Grasslands to Gungahlin Place. Currently there is a dirt track with limited accessibility through the grasslands. If the path was upgraded, it would halve the walking distance between this part of Palmerston and the Gungahlin Town Centre. Also it would make it much easier for this part of Palmerston to access the planned Gungahlin Place Station for the proposed Light Rail. Currently residents such as myself and my family would need to walk up to and along The Valley Avenue to access the proposed station.

While I am a big supporter of the proposed light rail, I have seen little detail of how adjoining suburbs such as Palmerston are going to supported pedestrian access to the project. Also, I believe the environmental impact could be minimised to the grassland habitat through a carefully designed pedestrian pathway.

Submission 9

I would like to know what steps I could take to have smoking banned from the entire space where the playground is in between Coles and big w. Since access Canberra opened you can no longer sit on any of the benches smoke free and no smoke bins provided. It's so disappointing when it's our only central open space, sets a terrible example for the kids and now the Gungahlin college kids that also sit there too.

Is access Canberra and Coles responsible for providing smoking areas for their staff?

Can you please let me know where I should send a request too?

Sorry really bugs me we can't sit outside unless we buy lunch.

Submission 10

Thank you for the opportunity to make this submission to the Gungahlin Planning Refresh.

This review has come at an opportune and critical time in the development of Gungahlin as one of Canberra's major town centres. It has been more than 7 years since the Gungahlin Town Centre Planning Report was prepared in 2010; significant development of Gungahlin's Town Centre and surrounding greenfield residential land has occurred; and most significantly construction of light rail stage 1 has commenced which will terminate in the Gungahlin Town Centre.

For all of these reasons Master Builders ACT is supportive of the need to undertake a review of the current planning strategy and controls for the Gungahlin Town Centre to ensure they meet the needs of Gungahlin residents, business and investors, for today and into the future.

There are a number of key issues which the Master Builders would like the ACT Government to consider in the Gungahlin Planning Refresh:

The importance of planning controls which allow an increase in residential density to support light rail and the ongoing expansion of the town centre.

The importance of developing a long term infrastructure plan to support the planned growth of Gungahlin, in particular the growth of the town centre.

The need to take advantage of current investor interest in the town centre and the need to allow some flexibility in the sequencing of development to capture current investor interest.

The need to provide transition zones between areas of new intense development and low density areas which are not currently being developed, without inhibiting the new development.

The opportunity to provide land mark buildings and community facilities to provide a point of difference for the Gungahlin town centre.

Submission 11

Great to see this engagement (<https://yoursay.act.gov.au/gungahlin-town-centre-planning-refresh>) underway.

I am very concerned that the link to the survey is buried a long way into the web site - this really should be featured near the top, certainly before the background material, and visually highlighted more than it is now. I knew there was a survey there somewhere and it took me a couple of minutes to find it.

I would also appreciate it if the advocacy of the GCC was acknowledged as a factor in this refresh project being initiated

Submission 12

Hi there I kindly request if a crossing light can be installed near the Australia Post (in Gungahlin Town), as it gets very busy and hard to cross the road safely. I look forward to hear from you soon.

Submission 13

My son came home yesterday with a brochure on Gungahlin Town Centre planning. Looking at the map on what will be in place, I am very concern that there are no traffic lights on the two most dangerous intersections on the Valley Ave. They are desperately needed on the busy intersection of Warwick St and The

Valley Ave (on the corner where the Leisure Centre is) and the other should be on the intersection of Gozzard St and The Valley Ave adjacent the childcare centre. Traffic lights are not necessary further down as indicated on the map.

Can this plan be adjusted to ensure and accommodate safety of drivers and young pedestrians from the nearby school?

Does the person who maps this out actually know, live or is familiar with this area of Gungahlin?

Submission 14

I have tried several times to lodge a comment or two on the “new” Gungahlin plan and I am not convinced that my comments have been sent; I seem to be rejected from the survey form too early. I am now providing my thoughts by email.

1: There is a lack of definition. What does the term “Town Centre” mean? – There are many models that all constitute “Town Centre’s” in Canberra, so is it the Civic model, the Belconnen / Woden model, Fyshwick model, Manuka model, Majura Park model? It is trite and glib to say “it’s a Town Centre”; used in this way the expression is designed to denigrate anyone seeking answers. Please define which Town Centre model is proposed. For the record my preference is the Manuka model (My definition of the Manuka model – commercial / government offices, restaurant hub, retail shopping, good community facilities and residential accommodation all no more than 5 floors high); I don’t think we need industrial and heavy goods businesses in Gungahlin as there is a designated suburb (Mitchell) for those services that adequately provide for the people of the Gungahlin suburb and the broader Gungahlin district,

2: The current approach to building approvals in the Industrial and Retail section of Gungahlin seems chaotic. There does not seem to be any sense of cumulative effect, nor an understanding of the ripple effects that adding large numbers of people to a small area of Gungahlin will have. If all the planned residential towers are approved and built there will be parking in the streets beside buildings but also in the surrounding streets which will negatively impact other residents of Gungahlin. The placement of Bunnings in what appears to be a world war II bunker is bewildering especially as the access roads are totally inadequate for this style of business.

3: The ‘tram’ is being built. The impact is that at the Industrial and Retail sector end of Flemington there will be a transport hub; buses and trams. Conceivably there will be people who drive their cars to catch the tram – there needs to be resident only parking to prevent the long-term blocking of residential facilities.

4: The current building height of 8 floors (approximately) should be maintained as

the absolute maximum height for all of Gungahlin, and for all block and sections that are not part of the one where the approved building that is taller than 8 floors should have a maximum height of 5 floors. There should not be an acceptance that as one building in the Industrial and Residential sector has received planning approval (in my opinion totally inappropriately) because of a 'smart' interpretation of the rules that this approval acts as a precedent allowing more buildings to breach the existing building height restrictions.

5: Access to the Industrial and Retail sectors of Gungahlin should be improved for non-vehicular traffic. Walking to and from the Industrial and Retail section often means we are walking where footpaths are not provided and where they are provided poorly maintained. It is good to draw a circle around a concrete imperfection but infinitely better to correct the imperfection. And don't get me started on the poor mowing program!

6: Within the Gungahlin suburb but away from the Industrial and Retail sectors of Gungahlin the public spaces are poorly equipped. There are three parks between the Anthony Rolfe Avenue Horsepark Drive intersection and the Industrial and Retail section of Gungahlin not one of them has covered playing facilities; parents do have seats but they are not covered. All parks should be provided with facilities at the level of 'Forde' as a minimum. Many of the walk / bike paths do not have provision for people to rest; provide a few seats along these areas (preferably covered from the weather) and their use will increase.

7: In terms of community consultation – a meeting between 11:30 am and 1:00 pm on a working day is not good enough. There should be public presentations and meetings extensively advertised and held after hours so the many working residents of Gungahlin can have their say.

8: I have included Member Milligan on the copy list as he is the only Assembly member I have heard make any comment on this survey.



Suzanne Orr MLA
Member for Yerrabi

Thank you for the opportunity to provide comment on the Gungahlin Planning Strategy Refresh.

As you note, Gungahlin Town Centre is a growing place attracting new residents, businesses and visitors. With the implementation of light rail, a new bus interchange, a cinema and other developments, I anticipate the town centre will continue to thrive.

The rate of change has and will arguably continue to present particular challenges. Chief among these is the need to keep development trends in complement with community expectations.

During the election campaign and since being elected residents of Yerrabi have consistently spoken with me about the planning of the Gungahlin Town Centre. I was very encouraged when the planning refresh was announced as it provides residents with an opportunity for significant input into the future of our town centre and how it develops. I'd like to take the opportunity presented by the Planning Refresh to share some of the views and issues raised with me. Specific comments for each of the themes you've identified are outlined below.

Building Height and Character

Building heights have long been topic of discussion within the Yerrabi community. In 2014 the Gungahlin Community Council undertook a survey which found the vast majority of respondents preferred building heights of 10 storeys or less. Until recently however we haven't had a building height limit in place and many developments taking in a range of heights, some in excess of 10 storeys have been progressed. With each development the discussion on building heights has been further debated and residents have raised with me a range of views regarding what is a suitable building height for the town centre. I look forward to the planning refresh informing a future maximum height limit that reflects the community expectation.

Many residents have expressed with me that if future development moves to something substantially different to what is already established we need to be sensitive and responsive to the impacts on surrounding residents and businesses. I encourage particular consideration of overshadowing on existing buildings and streets.

From the discussion I have had with residents it is also clear that the community wants a town centre that is interactive and engaging. In this respect the design of buildings in our town centre is incredibly important. Residents want our streets to be lively and our buildings need to enable this by connecting the activity of the building to the activity of the street. We also need to consider the concentration of activity that taller buildings bring and I would encourage a mix of uses within taller buildings so that the area it occupies remains vibrant at all times of the day. This is particularly

important given current planning knowledge indicates a taller building which serves one single use more than 60% of the time actually reduces vibrancy.

Upgrading and Enhancing Public Spaces

Residents passionately and consistently express to me their want for more quality green public spaces within the Town Centre. While we currently have two main public spaces (the public space between Gungahlin Place East and Gungahlin Place West and the public space in the Gungahlin College Precinct) both could be more inviting.

Residents have noted that while the public space between Gungahlin Place East and Gungahlin Place West is large and open, it often feels too big. There is too little shade cover across the area, the sculpture in the path of the crossing creates a barrier to use of the crossing and the play equipment located at the end of the area feels isolated. Addressing these concerns would improve the feel of the area and encourage more usage of it.

The public space between Gungahlin Place East and Gungahlin Place West could be further enhanced by the continuation of the space to the block in between Efkarpidis Street and The Valley Avenue. By continuing the public space into this block a connection between the Retail Area, Winyu House and the buildings on the edge of the Town Centre would be strengthened.

The second public space in the Gungahlin College Precinct could also be improved. The green open space is a welcome component of the Town Centre as we do not have any other open green space. It is however very large and open with little protection from the elements. The undercover seating is well accessed from the pedestrian area but could be better connected with the open space. The seating between Gozzard Street and the open space is underutilised and its positioning could be improved. The Bunyip Statue provides a great symbol for the Town Centre but is far away from the main activity and foot traffic and consideration could be given to how its prominence can be further enhanced.

Consideration could also be given to spaces for pocket parks. The two public spaces outlined above provide the wider community with access to open space. However, the spaces are very much within the catchment for the retail and school precinct. As residential areas within the Town Centre are developed pocket parks which provide public green space for residents living in the Town Centre could be beneficial. In particular green spaces could be considered within the North West where a number of residential developments are being built and more proposed.

Walking, Cycling and Road Transport

Growth in the number of people using the town centre has created many demands on transport infrastructure currently in the area. In particular, congestion along Hibberson Street and other smaller streets within the core shopping area is quite high.

I understand there has been ongoing discussion on whether Hibberson Street should be pedestrianised. The feedback I have received on the topic is overwhelmingly in favour of pedestrianising the road.

In addition to Hibberson Street, two other concerns are consistently raised with me regarding pedestrian access within the town centre. The first is increased prioritisation of pedestrians at lights, especially at the Hibberson and Gozzard Streets closest to Gungahlin College. The second is the quality of pedestrian connections between the North West precinct and the central town centre. It is often expressed to me these pedestrian connections need to be improved and expanded especially in the context of the residential developments proposed for the area.

Cycling infrastructure could also be enhanced; in particular consideration could be given to provision of end of journey facilities for cyclists as well as bike sheds/racks.

Road congestion has and continues to increase putting a significant amount of pressure on cross streets and entrance/exits to car parks. Consideration of the ways the flow of traffic around the town centre can be improved would be most welcomed.

Additional Comments

A number of residents have raised with me the possibility of increasing community facilities within the town centre area, in particular establishing an Arts Centre. I appreciate the development of community facilities will continue to be an ongoing discussion across many government areas. However, given how rapidly the town centre is developing there is a genuine concern that as discussions continue the options for available land will become significantly limited. Within this context it would be greatly appreciated if the reservation of space for future community facilities could be considered as part of the planning refresh.

Kind regards



Suzanne Orr

Member for Yerrabi

21/04/2017



GUNGAHLIN PLANNING REFRESH RESPONSE



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Gungahlin Town Centre Study
April 2017

INTRODUCTION

01

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01 Introduction

This report was prepared for Vinta Group in response to the ACT Government's request for submissions from the community. The ACT Government seeks to canvas the community's ideas and aspirations for the future of the Gungahlin Town Centre. Gungahlin is set to evolve with the delivery of light rail and continued growth of business and residential populations. The ACT Government seeks a conversation with the community and to engage their response to key issues identified, namely: building height and character, the upgrade and enhancement of public spaces, and walking, cycling and road transport. Following this initial engagement, changes to the Territory Plan will be proposed for further community discussions.

LOCATION PLAN



EXISTING PLANNING CONTEXT

EXISTING PLANNING CONTEXT

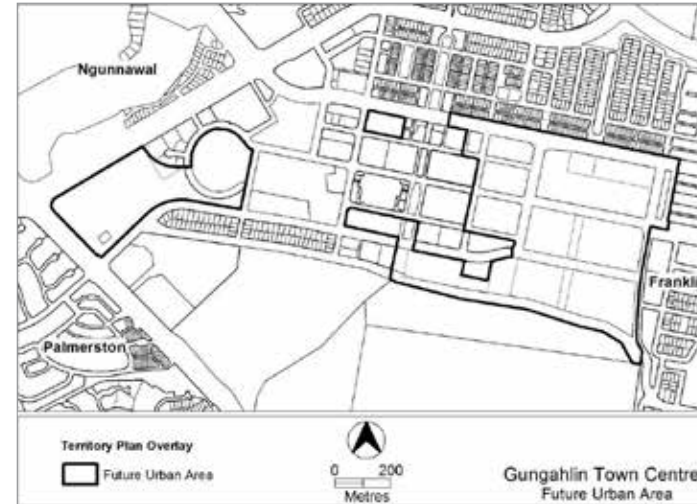
02 Existing Planning Context Under Review

Gungahlin Town Centre has a number of planning documents to enable a strategic plan for future growth. The Territory Plan 2008, is the key statutory planning document in the ACT providing the policy framework for the administration of planning in the ACT. Sitting within this plan is the Gungahlin Town Centre Structure Plan 2011 and the Gungahlin Precinct Map and Code 2014.

In addition to plans and policies, major Development Applications have recently been approved for Capital Metro Light Rail into Gungahlin Town Centre and the Gungahlin Place Bus Station.

These documents and their relation to the investigation area within the Gungahlin Town Centre, are explained in this section.

GUNGAHLIN TOWN CENTRE STRUCTURE PLAN 2011



The Gungahlin 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.

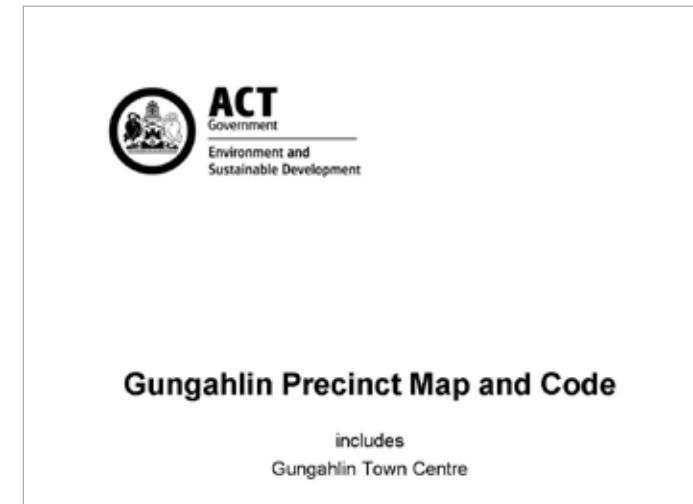
In regards to the street and movement system in Gungahlin Town Centre, the street network is to promote low vehicle speeds, walking and cycling, and the road system is to protect the amenity of residential and commercial areas and facilitate the efficient movement of major traffic flows and vehicles.

Public transport routes and facilities are to be integrated into the most intense activity area of the town centre. Opportunities for car parking are to enable sufficient, safe and convenient use and access for users of the town centre (including ample parking space provision for people with disabilities) and the multiple use of parking areas is to be encouraged by providing public car parking rather than private on-site parking.

In terms of urban design, the plan refers to the main east-west active commercial/retail spine of the town core as well as the second active spine (in the north-south direction), which are given specific criteria in the Gungahlin Precinct Map and Code 2014.

This plan promotes providing a street and road network with low vehicle speeds, a safe and appealing pedestrian and active transport environment, and sufficient public car parking. With the proposed transport and infrastructure developments, improvements to the two active spines in the centre, will be required to meet these principles and policies. In particular, additional parking on Hibberson St and Gungahlin Place should be considered (to account for the loss of parking from the light rail and new bus station).

GUNGAHLIN PRECINCT MAP AND CODE 2014



The Gungahlin Precinct Map and Code provides additional planning, design and environmental controls for specific areas or blocks, including Gungahlin Town Centre.

General development controls specific to the investigation area apply on Hibberson St and Gungahlin Place. These include restrictions on blank façades, driveway access/egress, a mandatory requirement for active frontages, as well as identifying neighbouring sites to be preserved for public car parking. In terms of amenity there is criteria for the design of Hibberson Street public realm and Gungahlin Place public realm.

The design of Hibberson Street public realm, specifically Hibberson Street, between Gozzard Street and Kate Crace Street, is to have the following characteristics:

- + Provide convenient pedestrian access along both sides of Hibberson Street to promote an accessible and safe environment for active shop fronts
- + Provide convenient and safe pedestrian access across Hibberson Street at appropriate locations between the adjacent retailing
- + Provide direct and visible pedestrian access to public transport facilities along Hibberson Street

The design of Gungahlin Place public realm, specifically Gungahlin Place, between Ernest Cavanagh Street and The Valley Avenue is to have following characteristics:

- + Provide direct and convenient east-west and north-south pedestrian access in Gungahlin Place between adjacent retailing and community amenities
- + Provide pedestrian access along both verges within Gungahlin Place to promote an accessible and safe environment for active shop fronts
- + Provide open space in Gungahlin Place that allows for outdoor seating areas and promotes uses such as community events, markets, cafés, kiosks and family activity nodes such as child play areas that increase dwell time and activation.
- + Provide unobtrusive weather protection and high quality landscaping within Gungahlin Place that is consistent with the surrounding character and use of Gungahlin Place

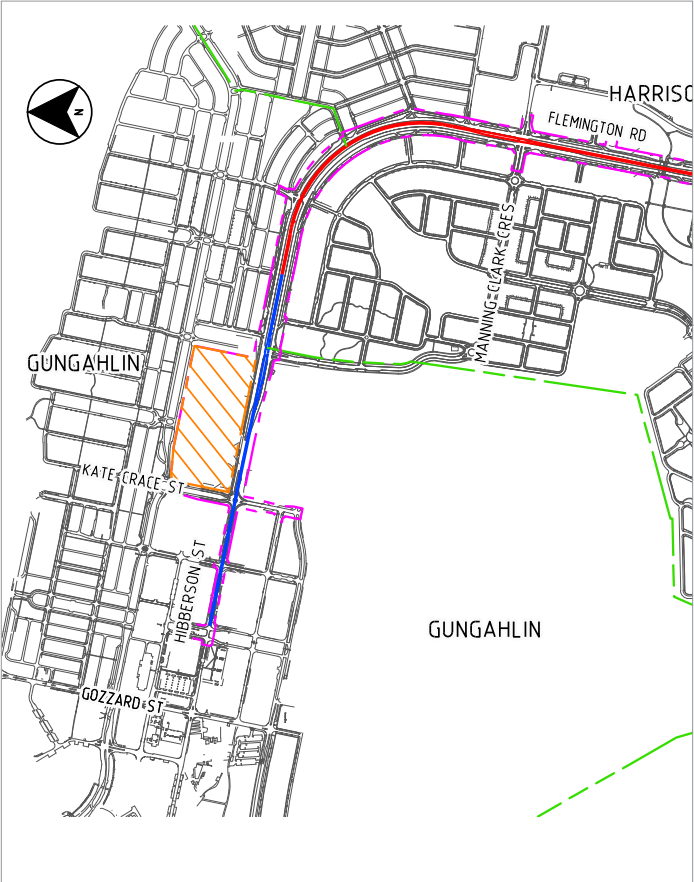
This document provides design guidelines for Hibberson St and Gungahlin Place which promotes increased public amenity and pedestrian safety. In order for these streets to achieve all of the above mentioned characteristics with the proposed transport and infrastructure developments, improvements to the public domain will be required.



CAPITAL METRO LIGHT RAIL (STAGE 1)

Works have commenced on the construction of the light rail network from Gungahlin Town Centre to the City, on Hibberson Street and Flemington Road. Works include: light rail tracks, stops, a depot at Mitchell, substations, landscaping and other site works. Stage 1 includes Gungahlin Place as one of five stops along the 12km light rail route. The light rail is proposed to have services initially operating at a weekday frequency of every 6 minutes during peak hours, and every 10 minutes at other times between 7am and 6pm.

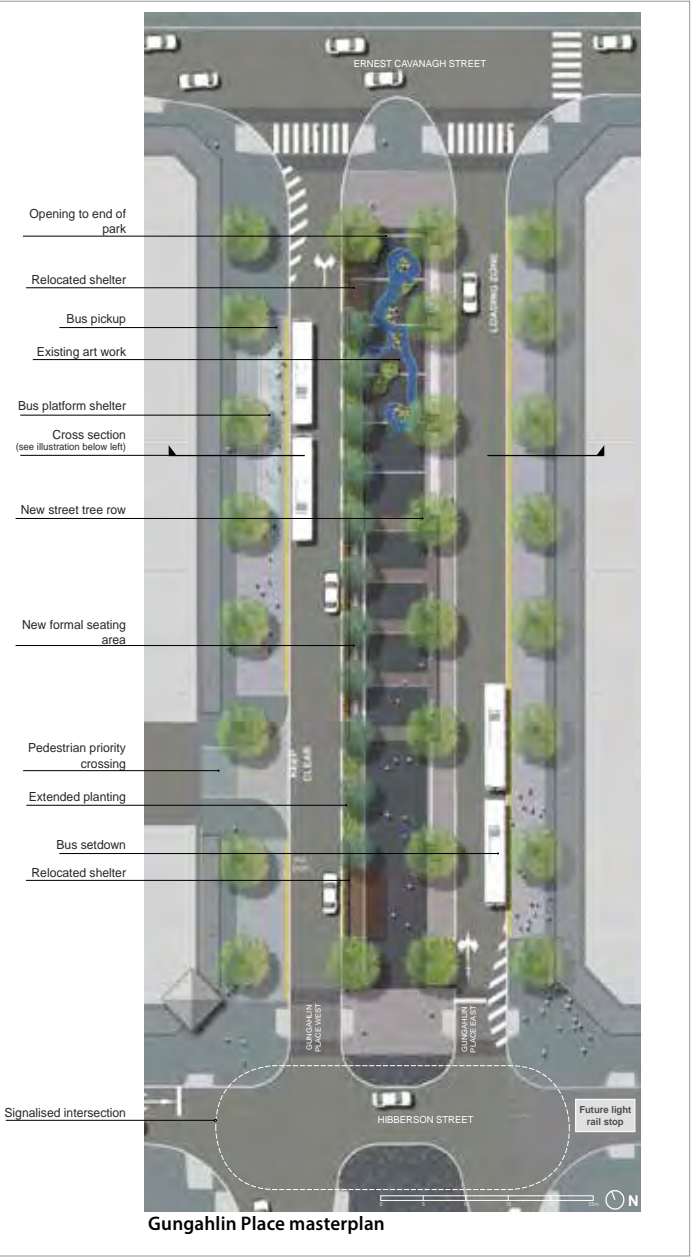
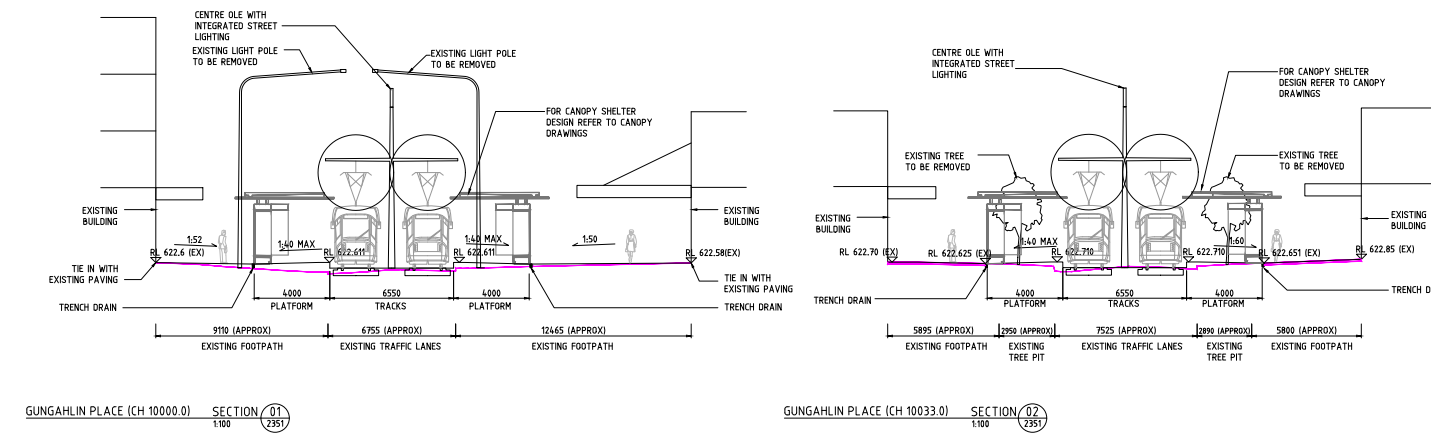
The current build of the Gungahlin Place light rail station will block vehicles from travelling along Hibberson St between Gungahlin Place and Kate Crace St and require the relocation of the existing bus route and station. Hibberson St will become a shared zone for pedestrians, cyclists and light rail, with the opportunity to improve public amenity as well as pedestrian and cyclist connectivity along this street and between the retail centres. It will however result in the removal of on street parking (with 42 car spaces removed) as such replacing this parking should be considered to ensure activation of the street frontages and the provision of ample parking for the centre.



GUNGAHLIN PLACE BUS STATION PROPOSAL 2015

The ACT Government is currently undertaking a review to relocate the current bus station on Hibberson Street to Gungahlin Place to support the delivery of bus services to Gungahlin and complement the future light rail network. The proposal is currently on public exhibition (until December 2015). Gungahlin Place (between Ernest Cavanagh Street and Hibberson Street) is the proposed site for the new Gungahlin bus station. It will cater to all buses servicing Gungahlin from five main converging routes and will be a transfer point for users of the planned light rail terminus on Hibberson Street. The proposed bus station will include bus platforms on both sides of Gungahlin Place, shared access between buses and cars, shelters for commuters and the central open space in Gungahlin Place will remain. The document outlines that the new bus station is capable of accommodating 80 buses in the one hour morning peak (the Hibberson Street stop currently services 60 buses during this peak).

The bus station proposal will have influential impacts on Hibberson St and Gungahlin Pl. Removing the buses from Hibberson St provides the opportunity to slow down the street traffic and improve the streetscape to enable better amenity for pedestrians, cyclists and to promote further activation of the retail frontages and connectivity between the retail centres. Gungahlin Place will however be subject to additional vehicular traffic. As such, improvements to the street are required to ensure slower vehicle speeds and provide a safer pedestrian environment, particularly around the new bus station. There is also the opportunity for an improved public domain to foster the growth of the al fresco dining precinct. From the light rail and bus station infrastructure developments, a total of more than 30 car spaces will be lost, as such the replacement of car spaces should be considered to ensure the successful functioning of the town centre. For the purpose of this study, we have presumed the alignment and design of the Gungahlin Bus Station as it appears in the current proposal.





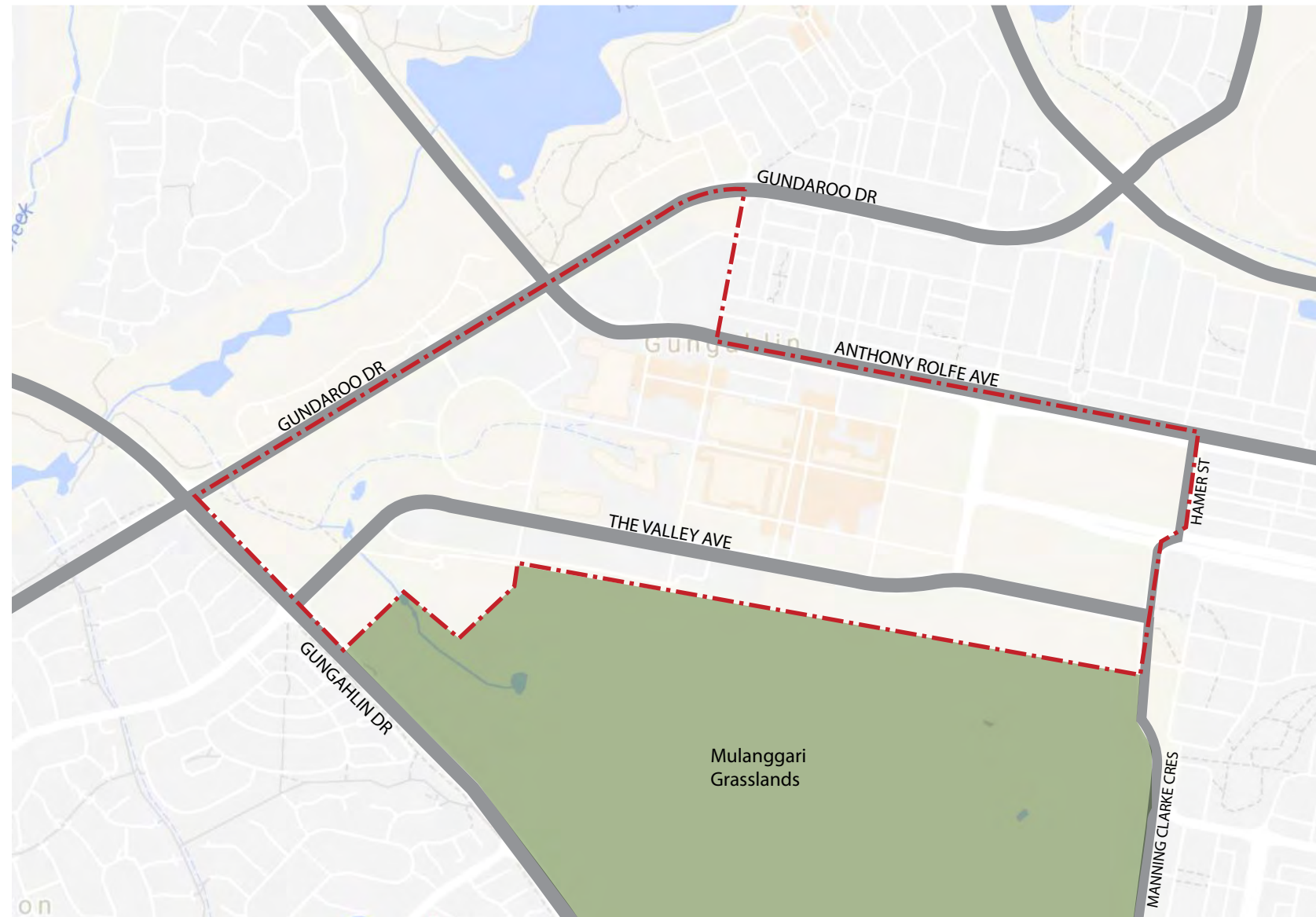
SITE CONTEXT

03

SITE CONTEXT

03 Site Context

The investigation area is located within the Gungahlin Town Centre, approx. 13km north of Canberra CBD. The investigation area is between Gungaroo Drive to the North East and Anthony Rolfe Avenue to the North and the Mulanggari Grasslands to the South; and between Gungahlin Drive in the East and Manning Clarke Crescent and Hamer Street in the West. This section maps the existing and future land uses, public and active transport and the road hierarchy to understand the urban design implications.



13 km
↓
CANBERRA CBD

A RENEWED VISION FOR GUNGAHLIN

04

TOWN CENTRE PLANNING REFRESH

04 A RENEWED VISION FOR GUNG AHLIN

This section is prepared in response to the ACT Governments survey to identify the community's needs and aspirations for the Gungahlin Town Centre. What follows are a set of draft urban design principles for the Town Centre and preliminary mappings which set out movement, place and built form strategies for further discussion.

+ WALKING, CYCLING AND ROAD TRANSPORT



WALKING, CYCLING AND ROAD TRANSPORT

- + Set 400m and 800m walkable catchment from light rail stop
- + Prioritise pedestrian and bicycle movement within catchment
- + Encourage mid-block through site links
- + Improve pedestrian access to open space network
- + Complete light rail & bus network and connectivity
- + Consider convenience and safety for active travel

+ UPGRADE AND ENHANCE PUBLIC SPACES



EXTEND AND COMPLETE THE OPEN SPACE NETWORK

- + Identify significant places and spaces within a place based urban design strategy
- + Build on existing green and open space network
- + Create urban squares, high quality streets, pathways & pedestrian priority environments
- + Create new high quality city parks within a green space network
- + Integrate open space, pedestrian and public transport infrastructure
- + Limit overshadowing of open space

+ BUILDING HEIGHT AND CHARACTER



DEFINE EDGES, GATEWAY LANDMARKS, CBD CORE AND BUILDING HEIGHTS

- + Identify landmark and gateway sites
- + Incentivise design excellence in built form response
- + Define edges to the CBD and manage transition to neighbouring lower height residential areas
- + Establish an identifiable core and land-use strategy
- + Integrate a spaces and places strategy



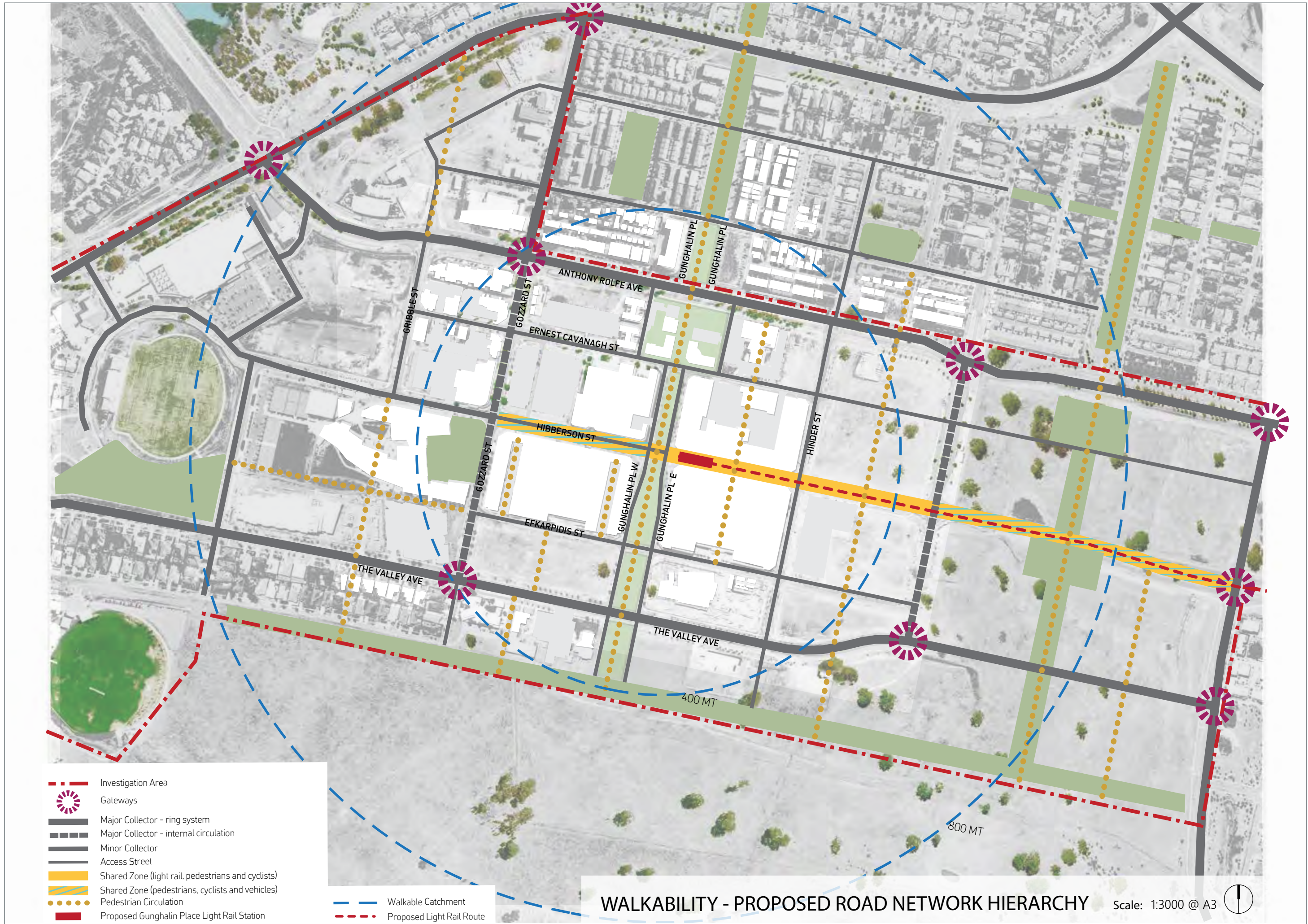
EVOLVE AN APPROPRIATELY SCALED URBAN FORM AND CHARACTER

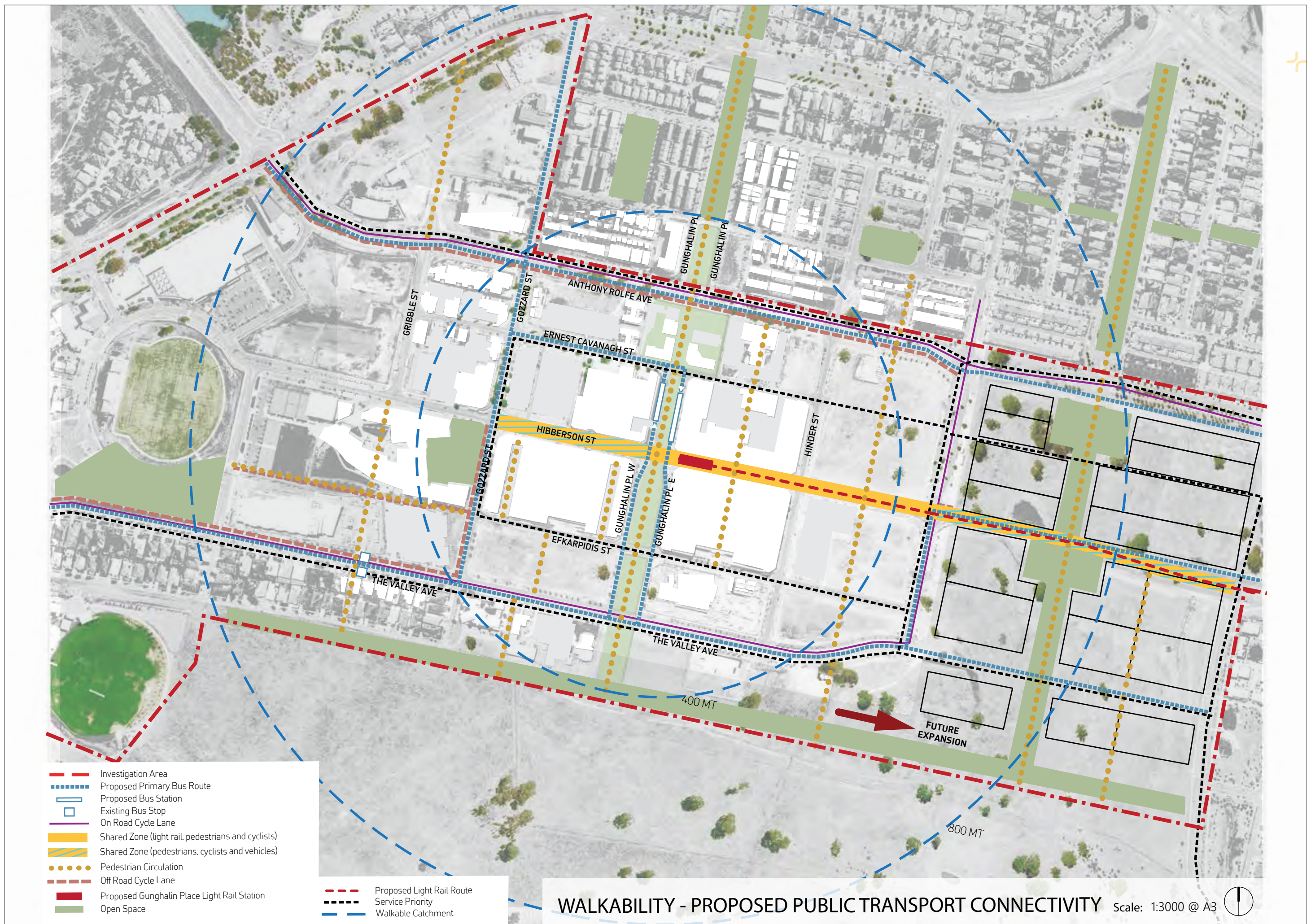
- + Preserve solar access to streets and open space
- + Consider scale of street width to street wall
- + Enable growth and transit oriented development
- + Evolve Gungahlin character and identity

- + Set 400m and 800m walkable catchment from light rail stop
- + Prioritise pedestrian and bicycle movement within catchment
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WALKING CYCLING AND ROAD TRANSPORT 05

WALKING, CYCLING AND ROAD TRANSPORT



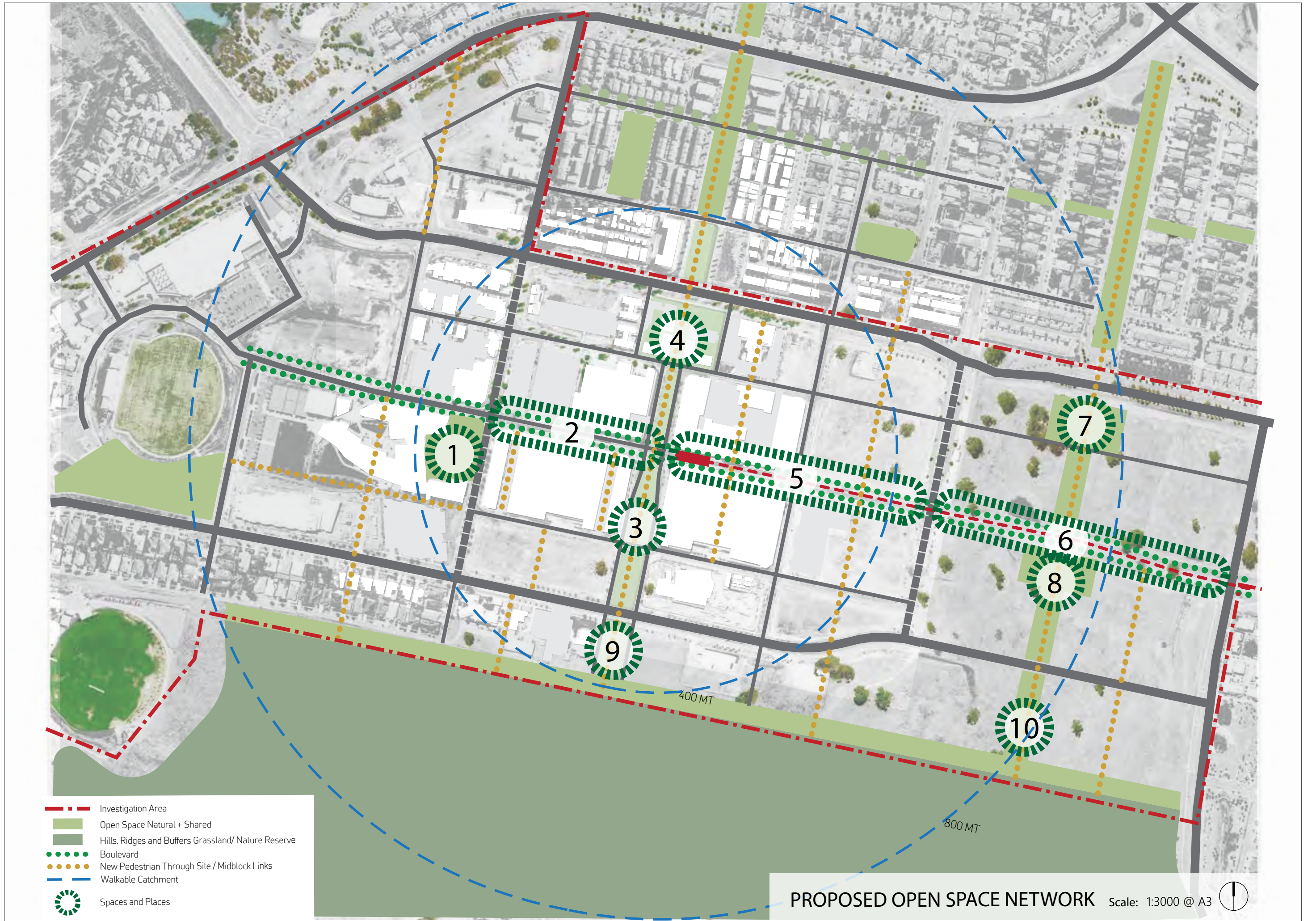


- + Identify significant places and spaces within a place based urban design strategy
- + Build on existing green and open space network
- + Create urban squares, high quality streets, pathways & pedestrian priority environments
- + Create new high quality city parks within a green space network
- + Integrate open space, pedestrian and public transport infrastructure
- + Limit overshadowing of open space

UPGRADE AND ENHANCE PUBLIC SPACES

06

EXTEND AND COMPLETE THE OPEN SPACE NETWORK



BENCHMARKING FOR PLACES 2 & 3



HIBBERSON STREET SHARED ZONE AND GUNGALIN PLACE

The benchmarking exercise examines the best-of-type to provide an understanding of the success of projects of a similar methodology, scale and quality to Gungahlin Town Centre.

The first places selected for study are the Hibbersson Street shared zone and Gungahlin Place (Places 2 & 3 identified in the preceding diagram)

Local and national projects selected as benchmarks have been chosen after the project team has investigated and developed a level of understanding of the site in order to successfully identify the opportunities from a physical, social and aspirational perspective.

The purpose of this benchmarking exercise is to understand how the public realm and streetscapes of Gungahlin Town Centre may evolve with the future transport infrastructure. It includes both existing and proposed developments.

The characteristics of successful town centres include:

- + Provision of ample on-street parking;
- + Accessibility to Public Transport
- + Active Retail Frontages
- + Landscaped verges
- + Wide pedestrian footpaths
- + Culture and Leisure offer
- + Diversity and vitality of place

The following projects were considered for the excellence in the areas of outdoor dining precincts on bus networks, shared zones and the integration of light rail routes into a main street environment.

These projects include:

- + Crown Street, Surry Hills
- + Willoughby Road, Crows Nest
- + South Terrace, Fremantle
- + Franklin Street, Griffith
- + Bunda Street, Canberra
- + Barrack Street, Sydney
- + Hunter Street Mall, Newcastle
- + Chapel Street, Bankstown
- + Canberra Light Rail Project
- + Gold Coast Light Rail
- + George Street Light Rail
- + Perth Light Rail

As part of this section, we have identified the relevant characteristics from each of these projects to help inform the preferred development scenario and ensure we deliver a successful public realm for Gungahlin Town Centre.

OUTDOOR DINING PRECINCTS ON BUS NETWORKS



CROWN ST, SURRY HILLS, NSW

SOUTH TERRACE, FREMANTLE, WA

WILLOUGHBY RD, CROWS NEST, NSW

FRANKLIN ST, GRIFFITH, ACT

Successful Characteristic:

- + Al fresco dining strip and bus route
- + 40km/h speed limit and some connecting streets as shared zones with 10km/h limit
- + Dedicated cycle lane
- + Street plantings and pedestrian crossings
- + Park is used a for a number of events/markets
- + Includes on street car parking

Successful Characteristic:

- + Al fresco dining strip and bus route
- + 40km/h speed limit
- + Street plantings and pedestrian crossings
- + Includes on street car parking

Successful Characteristic:

- + Al fresco dining strip known as 'Cappuccino Strip' and bus route
- + 30km/h speed limit and shared zone
- + Red painted road with paved median strip
- + Planter boxes in median strip

Successful Characteristic:

- + Al fresco dining strip and bus route
- + Street tree plantings in median strip
- + Includes on street car parking

SHARED ZONES



BUNDA ST, CANBERRA

Successful Characteristic:

- + Became a shared zone in 2015
- + Speeds lowered to 20km/h
- + Painted designs on road
- + Road raised to pedestrian level
- + Street plantings to narrow road width
- + Includes on street car parking

BARRACK ST, SYDNEY

Successful Characteristic:

- + One of the first shared zones in Sydney CBD
- + Speeds lowered to 10km/h
- + Brick paving
- + Road raised to pedestrian level
- + Seating, statues and food carts

HUNTER ST MALL, NEWCASTLE

Successful Characteristic:

- + One way street shared zone
- + Speeds lowered to 10km/h
- + Brick paving
- + Round bollards, speed bumps and street furniture
- + Includes on street car parking

CHAPEL RD, BANKSTOWN

Successful Characteristic:

- + One way street shared zone
- + Speeds lowered to 10km/h
- + Street kerb remains
- + Wide footpaths, plantings and seating
- + Includes on street car parking

LIGHT RAIL IN MAIN STREETS



CANBERRA LIGHT RAIL

G:LINK, GOLD COAST LIGHT RAIL

MAX LIGHT RAIL, PERTH

GEORGE ST, LIGHT RAIL

Successful Characteristic:

- + Construction planned to commence in 2016 and Stage 1 opening in 2019.
- + Terminus at Hibberson St, Gungahlin with shared zone for pedestrians, cyclists and light rail

Successful Characteristic:

- + Opened in July 2014 (Stage 1)
- + Stage 2 currently under construction.
- + Light rail travels along existing shared zone on Nerang St

Successful Characteristic:

- + Construction planned to commence mid 2017 (proposed to open late 2022).
- + Currently considering three CBD alignment options.

Successful Characteristic:

- + Currently under construction (proposed to open late 2018
- + Creation of shared zone between Bathurst St and Hunter St (approx 900m)

KEY FINDINGS

The key findings identified from the previous benchmark investigations has helped to define the characteristics required for outdoor dining, shared zones and light rail along main streets. These characteristics will help inform the development scenarios for Gungahlin Town Centre.

The following summaries the key findings of the benchmarking process with regard to Gungahlin Town Centre.

OUTDOOR DINING



Outdoor dining is the use of the public footpath for the purpose of extending the seating space of businesses whose main function is the provision of food and/or beverages.

Key Findings

- + Outdoor dining should be considered as part of street design, and incorporate and enhance existing features such as trees and verandahs
- + Additional infrastructure to support outdoor dining should be temporary, so that the area can be reinstated as public space in both appearance and function
- + Outdoor dining should enhance the appearance and character of its location
- + Encourage high quality outdoor cafés to enhance the safety, amenity and ambience of the town centre
- + Ensure outdoor cafés do not interfere with the safe and reasonable movement of pedestrians and vehicular traffic, and other street activities
- + Provide a comprehensive framework for the development and management of outdoor cafés in the public place

SHARED ZONES



A Shared Zone is a road or network of roads where the road space is shared by vehicles and pedestrians. Drivers must give way to pedestrians at all times.

Key Findings

- + Provide priority for pedestrian movements
- + Reduce the dominance of vehicles along the street
- + Improve amenity for pedestrians and enhance the quality of the street environment
- + Preferred location where there is low traffic volume streets with high pedestrian activity
- + The pavement surface shall be changed to highlight the difference in the street environment from the surrounding road network. It must be clearly distinguishable by colour, texture and/or materials
- + Where it is not possible to remove the kerbs then the shared zone must be treated to a level where drivers can clearly identify that they are in a different driving environment
- + Car parking spaces that straddle existing kerb and gutter may be provided in shared zones

LIGHT RAIL ON MAIN STREETS



A light rail system is a tramway that operates with its own right of way where possible, with priority signalling at intersections. It uses light rail vehicles which are bigger, carry more people and improve access.

Key Findings

- + Provide efficient and convenient integration across all transport modes
- + Maximise permeability and accessibility
- + Provide a protected and comfortable waiting environment
- + Minimise clutter and consolidate infrastructure
- + Create a consistent and identifiable suite of elements
- + Integration with streetscapes contributing to a safer, more comfortable environment for light rail passengers and pedestrians

PREFERRED SCENARIO FOR PLACES 2 & 3 - HIBBERSON STREET SHARED ZONE & GUNGAHLIN PLACE

These pages describe the preferred scenario selected from concepts developed for Places 2 and 3. The Hibberson Street Shared Zone and Gungahlin Place are part of a spaces and places strategy proposed for the Gungahlin CBD. Other spaces include three new city parks, a connecting green-grid boulevard network and a system of mid-block laneway or arcade connections.

These two places, adjacent to Vinta properties, have been developed in advance of a larger study to develop detailed place design concepts for other spaces and places identified in the masterplan.



The incorporation of the preferred scenario for Hibberson St and Gungahlin Place will enable the creation of new on street parking to replace some of those lost from the proposed light rail and bus station developments.

There are currently 88 car spaces within the investigation area on Hibberson St and Gungahlin Place and this number will reduce to 33 upon completion of the light rail and bus station developments. The creation of a shared zone on Hibberson St as well as the introduction of a slip lane with 90° parking and a landscape buffer on Gungahlin Place will enable a total of **62 car spaces** to be provided to service all users of the town centre.

Hibberson Street Shared Zone



Key Features:

- + The existing bus stop is relocated from Hibberson Street to Gungahlin Place
- + The existing taxi zone is retained in its current location
- + There is capacity for an additional 18 on-street car parking spaces following the removal of the bus stops
- + The introduction of a shared zone to provides convenient pedestrian access along both sides of Hibberson Street to promote an accessible and safe environment for active shop fronts

Key Benefits

- + Enhanced connectivity and permeability through the elimination of the buses
- + Traffic calming measures and landscape treatments to facilitate a pedestrian and cycle oriented street
- + Active street frontages to promote pedestrian amenity
- + Promote an accessible and safe environment for active shop fronts along Hibberson Street
- + Ability to increase the width of the footpath to encourage and accommodate alfresco dining
- + Improve streetscape activation and aesthetics by incorporating street trees, furniture and lighting into the public domain design
- + Active street frontages are promoted through providing an appealing environment for Alfresco dining and strolling

Gungahlin Place Scenario 3(b) – Slip Lane with 90° Parking and Landscape Buffer

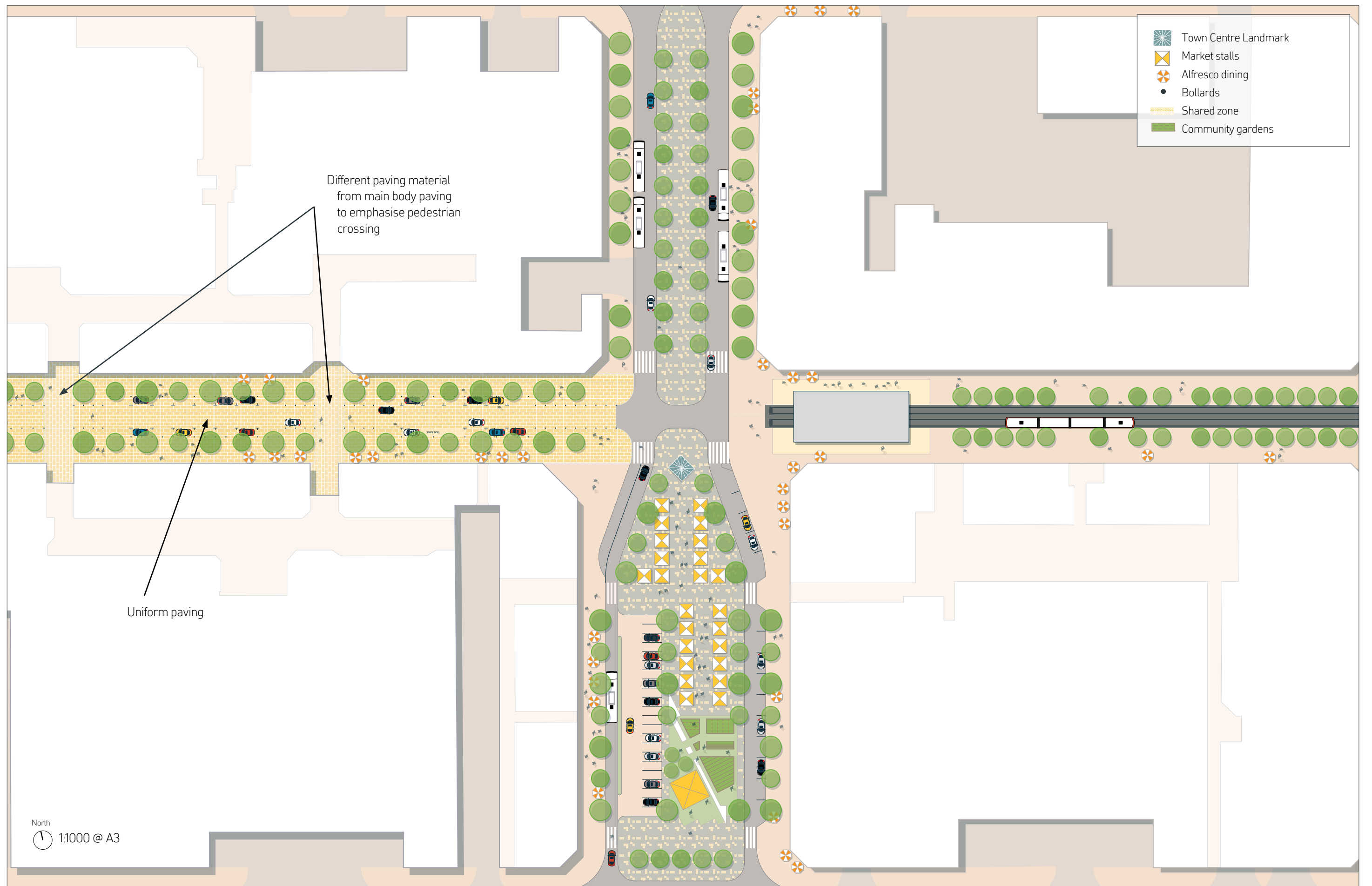


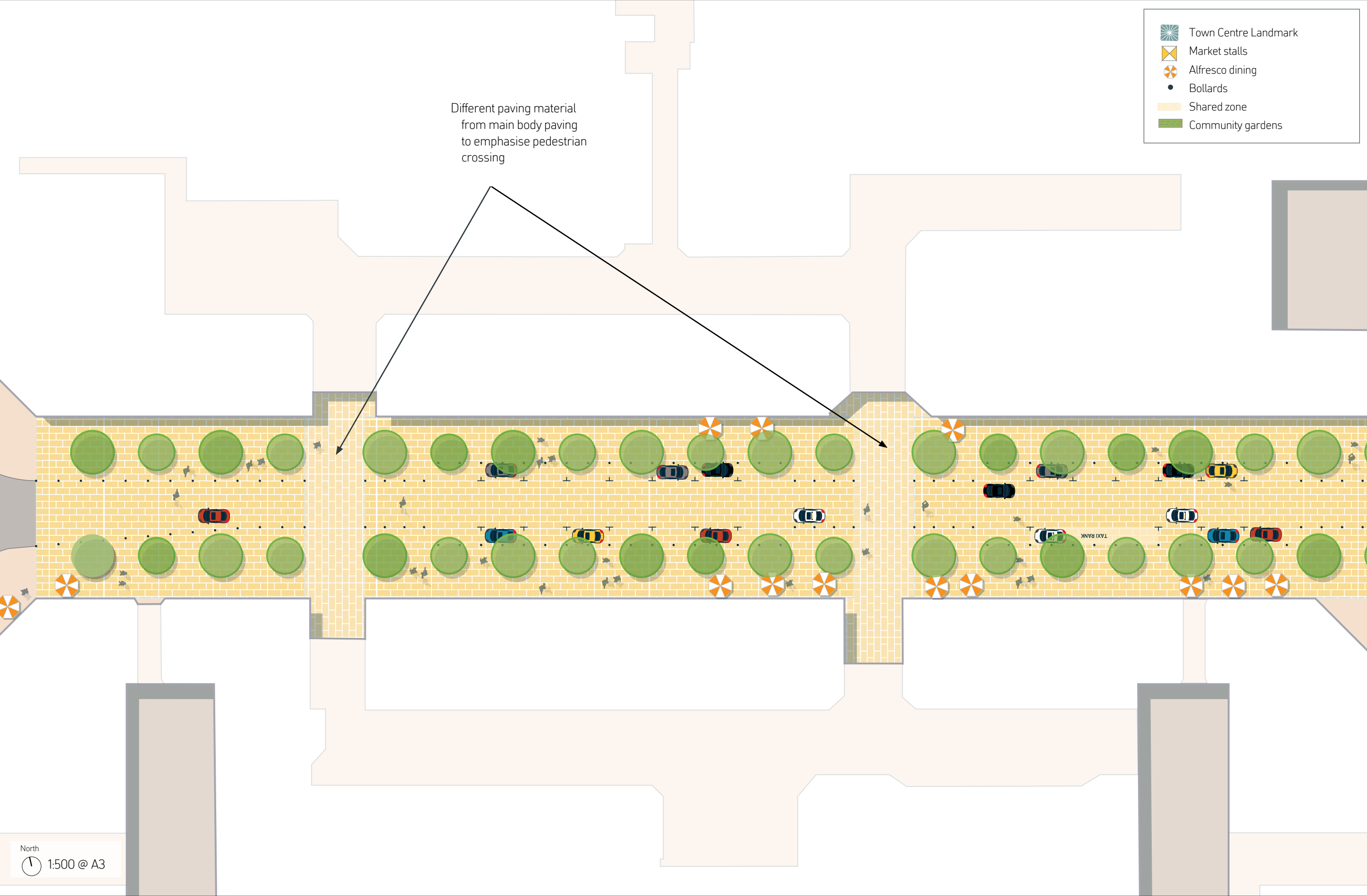
Key Features:

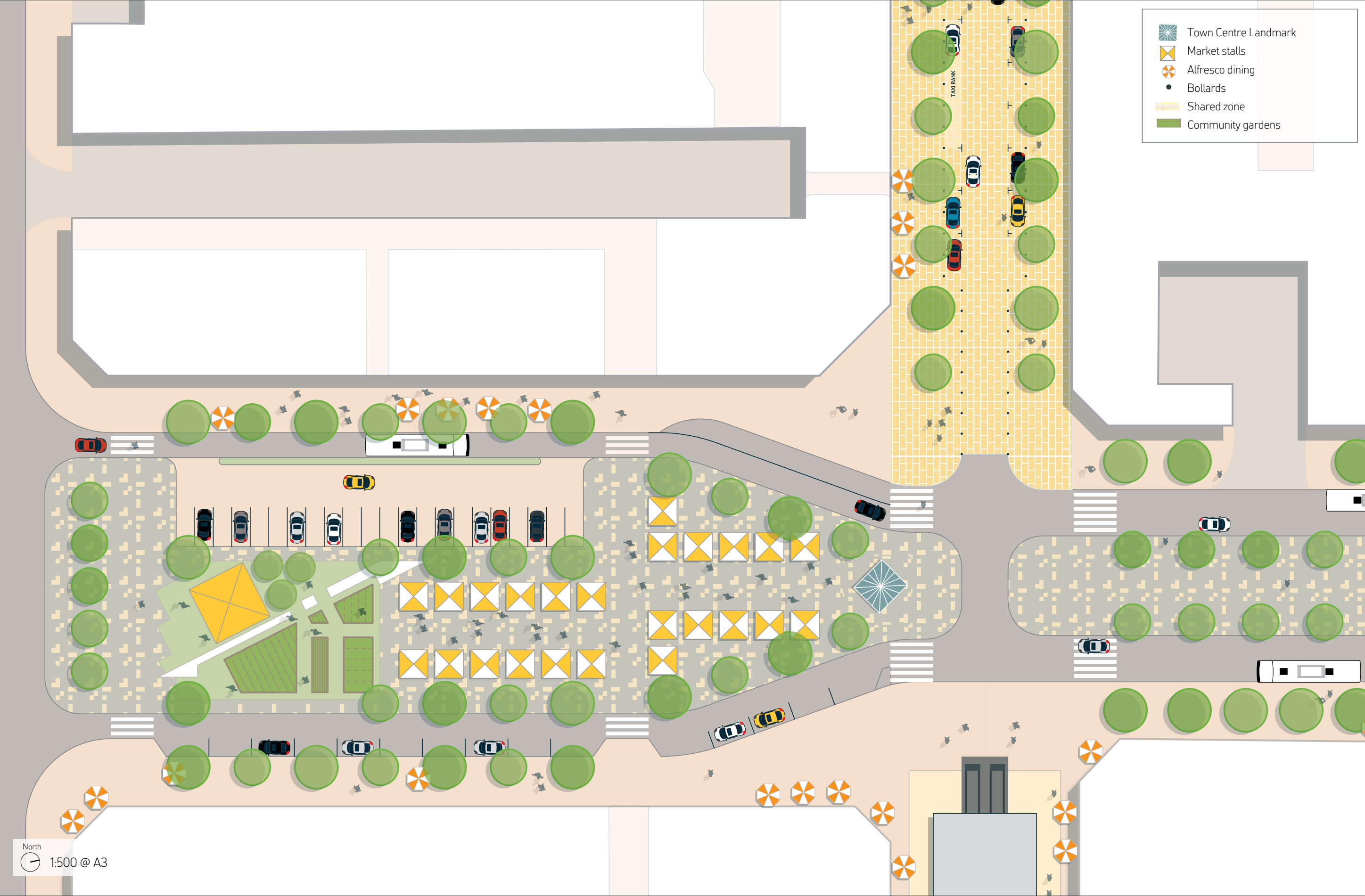
- + The inclusion of the slip lane mitigates a potential conflict between oncoming buses and cars reversing out of the angled parking spaces
- + The urban design outcome achieves increased pedestrian safety and amenity, encouraging a pedestrian friendly environment that is accessible to all
- + The amenity of the outdoor dining on the footpath is mitigated by the removal of 8 existing on-street car parking spaces on Gungahlin Place West and the provision of a landscape buffer between the outdoor dining and the buses

Key Benefits:

- + Ability to widen the driving lane to accommodate buses
- + An additional 18 on-street car parking spaces adjacent to the plaza
- + The use of 90° parking is more efficient and has greater visibility, permeability and safety for pedestrians approaching their parked cars
- + Inclusion of the slip lane mitigates potential conflicts between oncoming buses and cars reversing out of the angled parking spaces
- + Wider landscaped footpaths for alfresco dining
- + Improved pedestrian safety and amenity, encouraging a pedestrian friendly environment that is accessible to all
- + Provisions for a landscape buffer between the outdoor dining and the buses







- + Identify landmark and gateway sites
- + Incentivise design excellence in built form response
- + Define edges to the CBD and manage transition to neighbouring lower height residential areas
- + Establish an identifiable core and land use strategy

- + Integrate a spaces and places strategy
- + Preserve solar access to streets and open space
- + Consider scale of street width to street wall
- + Enable growth and transit oriented development
- + Evolve Gungahlin character and identity

BUILDING HEIGHT AND CHARACTER

07

BUILDING HEIGHT AND CHARACTER

