



# **Structure Plan**

## **Gungahlin Town Centre and Central Area**

**March 2008**

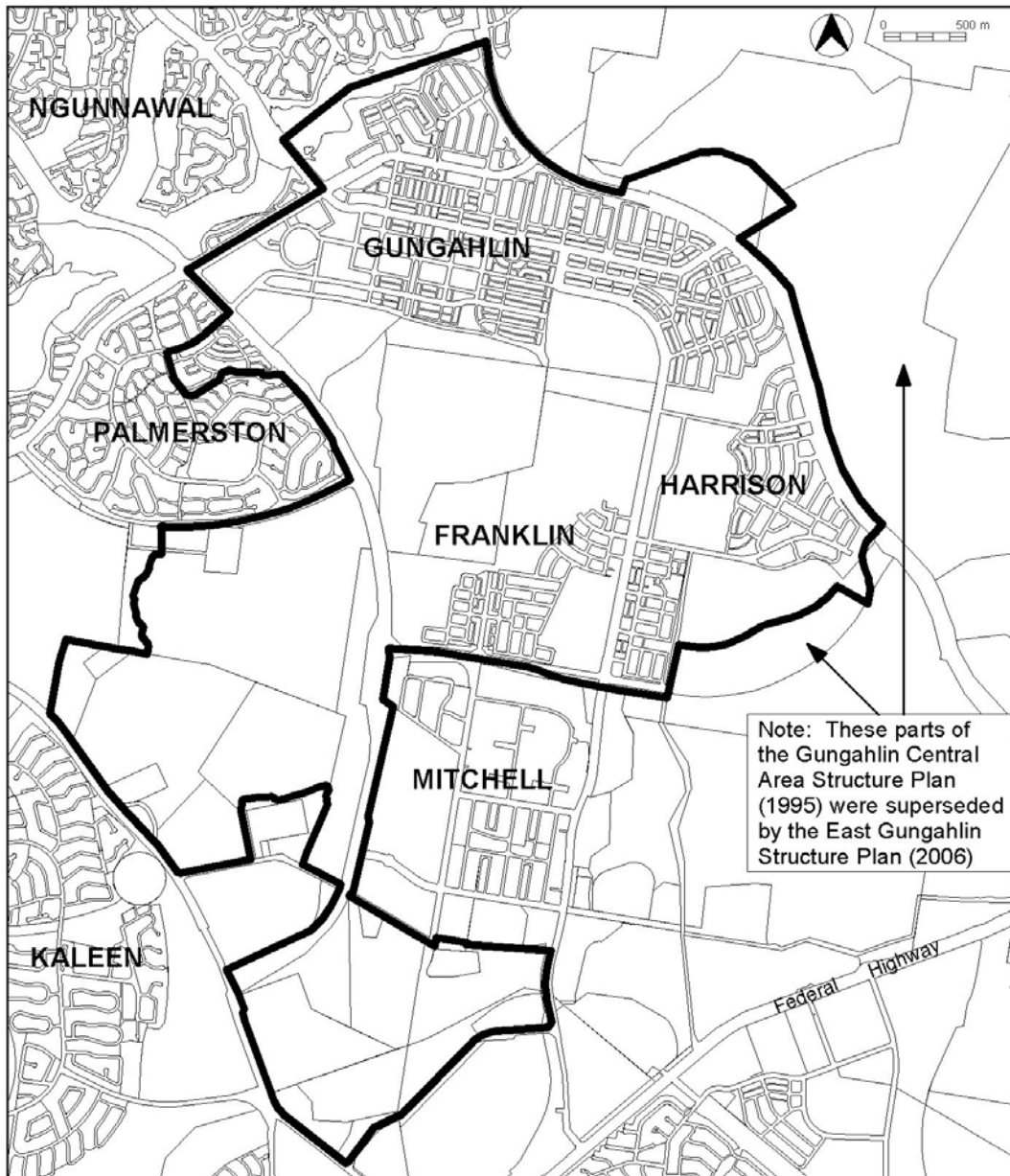
## Introduction

The following principles and policies were originally included in the repealed Territory Plan through a Territory Plan Variation as the principles and policies for the development of the Gungahlin town Centre and Central Area, identified as 'defined land' in accordance with Subdivision 2.3.4 of the repealed *Land (Planning and Environment) Act 1991*.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. Over time, part of the former defined land areas was undefined through statutory processes. The remaining areas to which these principles and policies apply is 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.

Further information on the area subject to this structure plan can be found in the original Territory Plan Variation, available on the ACTPLA website

# Figure 1.1 Area subject to the Structure Plan



# Principles and Policies

## *Objectives*

### **Central Area**

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 structures 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 minimise 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
11. energy efficient public transport system.
12. 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.
13. 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.
14. 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.
15. 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.

## **Town Centre**

1. To provide the main focus for the Gungahlin shopping, community and cultural facilities, entertainment and recreation.
2. To provide opportunities for business investment and employment whilst facilitating the decentralisation of employment from the Central National Area.
3. To encourage a mix of land uses, including residential and cultural uses, which contribute to an active and diverse character.
4. To provide an urban structure which is simple, legible and flexible.
5. To maintain and enhance environmental amenity and encourage a standard of urban design consistent with the function of the Town Centre.
6. To encourage activities at street frontage level which contribute to community safety, vitality and social interaction through a high level of pedestrian activity.
7. To provide an urban form which is walkable and compact.

## **General Principles**

Set out below are broad principles that are to guide the development of Gungahlin Town Centre and Central Area. 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 Town Centre and Central Area.
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 Area and from adjacent areas.

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

## **Water**

1. Facilitate reduce 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 recycled 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 complied with.

## **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. Involve artists, crafts people and the community with design teams and developers in the creation of a distinct and unique environment.
2. 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.
3. 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.
4. Integrate a community focused public art program into the Town Centre as an integral part of the development of landscape and urban form.
5. In the planning process facilitate cultural industry development and growth as part of the economic and commercial environment of Gungahlin.
6. Reflect the cultural significance of the Gungahlin area, including its landscape, ecosystem and history of occupation, in the design of the Town Centre and Central Area, including residential areas and open spaces.
7. 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 and 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 spaces that are useable and pleasant, with spaces for quiet reflection, noisy activities, public rallies and casual meeting.
2. 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 out-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 the development of a retail environment in the Town Centre that creates a distinct point of difference from other centres.



3. Ensure that major commercial components are developed in a cohesive and integrated manner.
4. Facilitate the establishment of a cohesive management structure for the Town Centre to ensure an appropriate retail mix and competitiveness with other centres.
5. Support and encourage the location of ACT, Commonwealth Government and private sector offices within the Town Centre.
6. Encourage mixed use developments which provide for home-based employment and small scale workplaces,
7. Facilitate the development of viable local centres in the residential sectors which contain an appropriate mixture or residential development with other land uses.
8. Facilitate the development of local cultural industries at Gungahlin through the broad interaction of heritage, sustainable ecosystem, leisure/recreational, and creatively-based activities.
9. Ensure that the Town Centre provides for a diversity of ownership.

## ***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 Area.

### **Parking**

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

## **Public transport**

1. Integrate public transport routes, including public transport facilities, into the most intense activity area of the Town Centre.
2. Locate public transport routes and stops within easy walking distances with numerous opportunities for boarding and alighting.
3. Ensure that the Inter-Town Public Transport System is compatible with light rail.
4. 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, community events 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. Ensure that at each stage of its development the Town Centre has a sense of completeness.
9. Ensure that building forms, colours and materials provide human scale, harmony and variety.
10. Ensure that urban design is of the highest standards by an integrated use of materials and finishes throughout the Town Centre.
11. Ensure that a distinctive regional character is achieved within both the private and public realm through such means as the architectural character of buildings, landscape character and public art and the integration of the cultural, natural and heritage features of the area.
12. Define the edge of the town Centre by peripheral streets and open space.

13. Define the edges of residential sector by peripheral streets, distinctive landscape treatment and appropriate building forms.
14. 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 Area**

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

### ***Central Area Land Use***

Central Area 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 Area Conservation***

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

3. Establish conservation areas and provide for management arrangements which are sufficient to conserve the threatened fauna and grasslands which they are designed to protect.
4. 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.
5. Ensure land uses adjacent to conservation areas do not have a significant adverse impact on threatened species and native grassland.
6. Make the conservation areas part of the overall landscape character of the Gungahlin by ensuring their visual integration into the open space system of Gungahlin.
7. The road indicated crossing the south eastern corner of the Gungaderra/Crace conservation area is included to ensure this variation 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 Area 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 Area Urban Open Space***

The Central Area 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 opens 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 the open space system as a major non-vehicular circulation system by provision of safe and convenient links.
10. Encourage local resident 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 Area Urban Form***

The main principles that underlie and create the urban form of the Central Area 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 development areas, both residential sectors and the Town Centre. Each of these development areas 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 building 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.
7. 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 of two to four storeys, which shield the larger buildings and the parking areas internal to the Sections.
8. 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.
9. Residential development (dense apartments) adjoins the town core in both the north and south, and enters the core on the south side.
10. A sense of entry and sense of place is given to the Town Centre and town core by landscaping, by the placement of community facilities and gathering places, and by the use of gateway markers commissioned site-specific public and community works by artists, crafts people and artisans.



## **Central Area Landscape**

The Central Area 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 Area 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 Area.
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 Area.

## **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 Area Heritage***

1. Use the landscape system to conserve and reinforce the cultural and heritage values of the Central Area 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 Area urban structure and allow development adjacent to it only in a manner sympathetic to its heritage nature but befitting its location in a densely developed urban area.
5. Incorporate Wells Station and Gungaherra homesteads into the landscape system to ensure an appropriate visual curtilage.
6. Provide a site adjacent to the informal woodland park for a Heritage and Discovery Centre which can facilitate activities, education, exhibition and interpretation related to the natural cultural and heritage values of the area.
7. Incorporate the Inglewood homestead site in urban open space and provide an open space link to the historic tree lanes in Mulligans Flat.

### ***Central Area Utilities***

Services provision in the Central Area 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 Area 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 include 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.

# Urban Structure Principles Town Centre

## ***Town Centre Land Use***

Land use is based on principles that:

1. Allow a wide variety of complementary uses to confirm the Town Centre's central role and assure variety and choice for the public.
2. Provide a structure that is flexible to accommodate varying uses, as indicated in the following land use table.
3. Provide for a mix of public and community facilities in the Town Centre to create a public life as well as a commercial life.
4. Promote civic identity by the establishment of a town square and town common as centre of community activity.
5. Provide sites for major community facilities fronting the town square.
6. Ensure variety of activity by carefully locating public facilities to create areas of related overlapping usage.
7. Provide a significant proportion of residential development with a variety of housing types within the Town Centre at all stages of development.
8. Mix compatible uses within individual buildings and within Sections (street blocks).
9. Develop a mixed use core retail area flanking the main street and the cross streets of the Town Centre.
10. Locate retail "anchors" such as supermarkets, discount department stores, Department Stores and the like on separate Sections (generally a maximum of one anchor per Section) to encourage a multiplicity of movement routes along the main Street and to increase the viability of speciality retail at street frontages.
11. Ensure active ground floor uses and shopfronts along street frontages and frontages to other public spaces within the retail core.
12. Locate land uses which require easy and direct vehicular access from the surrounding district (such as service stations, sports grounds, secondary college and emergency services) on the edge of the Town Centre with easy access from the arterial road network,
13. Provide an adequate stock of community facility sites distributed within the Town Centre, rather than in a single use public precinct, co-locate these facilities where appropriate.

## ***Town Centre Uses of Buildings***

In addition to the land use restrictions above, the uses of buildings in the Town Centre are subject to the controls implied by the following principles:

### **Retail Core**

1. Building fronting the Main Street, the north-south streets within on Section of it, and the Town common have active uses such as retail, restaurant, business agency, public agency, community facility, cultural facility or similar uses at ground floor level.
2. First floors in this area are used for residential, offices, retail, restaurants, business agencies, public agencies, galleries and the like. Office development is not permissible above the first floor level in the Retail Core.
3. The area inside these Sections, served by lanes and walkways, is used for large scale retailing (anchors – e.g. supermarket, farmers market, discount department store, department store), car parking and service access. Such “anchors” are to be one per section, and located to draw people past the specialty shops along the streets.
4. mid-section public pedestrian walkways or “arcades” between main Street and parking or other uses in the centre of Sections are to be provided and area to be covered and have active frontages.

### ***Town Square***

1. The ground floor of the community buildings fronting the town square are used for community facilities such as:
  - Community Centre (including health facility);
  - Library;
  - Cultural Facility;
  - Government shopfront; and
  - Ancillary uses and similar community activities.

Other building facing the Town Square have their ground floor used for active uses (restaurants, shops, etc.) which may spill out into the Square.

2. Levels above the community facilities are used for community facilities or for community offices directly serving the community, or for aged persons' accommodation or similar residential uses.
3. First floors in other buildings fronting the Town Square may be used for offices, retail, restaurants, business agencies, public agencies, galleries and the like, Any level above the first floor is to be used only for residential apartments, commercial accommodation and similar uses.

## **Residential (Mixed use)**

1. Mixed use development will be encouraged at ground and first floor levels, above first floor level land use will be restricted to residential and commercial accommodation.

## ***Town Centre Street and Movement System***

A formal north-south, east-west street grid is proposed for the Town Centre, this orientation is different from the surrounding grid of arterial roads due to the need to facilitate passive solar design of buildings and to provide a better fit with the topography of the site, the Town Centre grid has been further modified to take into account the natural features of the site and the availability of views to close and distant topographic features. The street and movement system is based on the following principles:

1. Arterials are the extreme northern and western perimeter of the Town Centre, They provide connection between it and the rest of Gungahlin and Canberra.
2. Two east-west boulevards connect the arterials to the Town Centre and the Town Centre to the rest of the Central Area.
3. A “Main Street” is centrally placed between and parallel to the boulevards, It is the retail focus of the town Centre, gives preference to the pedestrian and has a width between frontages which creates an intimate human scale and character, Short-stay street parking is permitted in limited areas.
4. North-south connectors from the Town Centre grid and provide short-term street parking and access to parking and delivery areas inside the Sections.
5. Lanes are provided to encourage pedestrian movement through the Town Centre, access to parking and delivery areas inside the Sections.
6. East-west orientation of the street system allows the orientation of sites and building to achieve maximum passive solare access.
7. Boulevards are preferred for the incorporation of both local and inter-town public transport and the northern one is preferred for the incorporation of the Inter-town Public Transport (IPT) route in its own right-of-way.
8. The street and laneway network is legible allows easy pedestrian and vehicular access through the Town Centre and provid3es a pleasant and stimulating pedestrian environment.
9. The pedestrian movement system comprises streets, lanes, pathways, parks and plazas. mid Section pedestrian walkways connecting main Street and parking or other uses in the centre of Sections are provided and retained as important elements of the public domain.

## ***Town Centre Open Space***

Open space in the Town Centre is varied in character from formal and urban to informal to provide variety and choice for users. The major elements are determined by access, functional and urban design factors, open space in the Town Centre is based on the principles, that:

1. Establish an open space character appropriate to a Town Centre, and connect the open space both visually and functionally to the larger networks of the Central Area.
2. Provide open space which begins with the footpaths and medians of the streets and extends to the conservation and heritage reserves and the town park, the reserves and the playing field(s), and which includes the town common, large and small urban plazas, and private gardens.
3. Conserve heritage sites adjacent to the Town Centre,
4. Incorporate areas of natural and cultural significance into the open space adjoining the Town Centre.
5. Establish parks, public open spaces such as sports fields, natural areas and planted road corridors that form visible edges to the Town Centre.
6. Incorporate public safety principles into the design of all public areas.
7. Make provision for site-specific works by artists, crafts people, artisans, designers and the community into open space areas to enhance the creation of a unique Gungahlin identity and a sense community.

## ***Town Centre Urban Form***

The urban form is determined by the street and movement system and the desire to achieve a compact, dense, walkable and mixed use Town Centre that is responsive to the natural physical features of the site, the urban form is based on the following principles;

1. The urban form is both simple and subtle – it is comprehensible at all places within the Town Centre, but at the same time has variety and elements of surprise.
2. The Town Centre gains a unique local sense of place by formal relationships to the existing landscape, topography and environment, and to the cultural and heritage characteristic and values of its site that are inherent in the Town Centre's urban layout.
3. The urban form is compact and walkable.
4. The urban form is permeable with pedestrian accessibility maximised by the division of Sections by pedestrian paths and laneways.
5. The street and pedestrian hierarchy is reinforced by the used of high quality, carefully designed paving, street furniture, lighting etc, to create a special and consistent character throughout the Town Centre.
6. The location of public transport facilities (including future light rail IPT stops) is conceived as part of the pedestrian system and reinforces that system

7. Buildings generally follow a traditional pattern of building joined at party walls and built to the front property boundary on a continuous alignment, although this alignment varies to provide small spaces for activities along the main street.
8. The design of buildings which front the streets in the town core is articulated into narrow width modules except for community facilities and clubs that may be wider where circumstances require.
9. A higher intensity of buildings and activities is provided within the town core, particularly along the main street and the town common.
10. Building height does not exceed 4 storeys and is not less than 2 storeys (except for service stations and community facilities ancillary structures, which may be one storey where circumstances require).
11. Buildings are generally built to the perimeter of street blocks with special architectural emphasis given to corner buildings and focal points to provide interest and variety. The property alignment along streets varies to provide public spaces.
12. Where their function permits, buildings are narrow in section (depth) to increase cross ventilation and allow passive solar heating.
13. Unlinked culs-de-sac are avoided except where they provide service access to the rear of retail and commercial premises.
14. Parking areas and structures are relatively small and are generally shielded by buildings from the streets and pedestrian paths in the core area.
15. Visible frontages, including side or return elevations, are treated as part of the main building elevation. Corner alignments are chamfered, and provide entrances to activities within the buildings.
16. Blank facades or open structure car parks on main pedestrian movement routes are avoided.
17. Corners are strongly identified visually, with opposing corners forming gateways where appropriate (using columns, towers, etc).
18. Primary public entrances to buildings are provided from street frontages.
19. Street facades are articulated with elements such as awnings, balconies, emphasised entrances, verandahs, loggias, colonnades and like elements.

### ***Town Centre Landscape***

A hierarchy of landscape element which reinforces the open space system and urban form is proposed. The landscape structure is based on principles that:

1. Provide a safe, comprehensive and accessible pedestrian and cycle network linking recreation, workplace, educational and residential areas.



2. Create a distinct landscape image linked with a public art program for Gungahlin that will help distinguish it as a special and unique place.
3. Establish grouping of trees with medium to large crowns along the main street to provide amenity for outdoor cafes, meeting places and shopping.
4. Establish small to medium crowned trees, hedges and ornamental gardens within public courtyards, playgrounds and seating areas.
5. Encourage the establishment of gardens to suit private and public housing.

### ***Town Centre Parking***

Parking in the Town Centre should be provided and located to satisfy demands while still being at a level that will encourage public transport use. Parking areas should also be capable of multiple use for land uses which have different peak demands. The following principles apply:

1. Provide consolidated parking areas for retail and office development, rather than individual site parking, to increase efficiency and allow for multiple use.
2. Implement parking controls to restrict non-resident parking in streets surrounding the town Centre which are comprised mainly of residential development.
3. Ensure that car parking serving retail development works as a single facility.
4. Provide for consolidated car parks for commercial offices.
5. Where practicable, locate office parking close to retail areas to encourage their use for evening peak retail shopping demands.
6. Allow surface parking in Stage One of the Town Centre's development for scheduled redevelopment to structured parking in later stages.
7. Ensure that nearby ground level parking is provided for food shops, including supermarkets, with level access.
8. Limit on-site parking for offices to operational requirements.

### ***Town Centre Staging***

The staging of development of the Town Centre is based on the following principles:

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 are provided from the Town Centre to existing adjacent suburbs early in the development of the Town Centre.

4. The broad landscape structure of the Town Centre is established from the first stages of the development and include open space and street planting.
5. Street construction within the Town Centre is coordinated with other development, and phased to ensure efficient public transport access to the Town Centre from the outset.
6. There is a balance of the “functional mix” of land uses at all times in the Town Centre.
7. Buildings and urban spaces are designed so that they are able to accommodate diverse and changing functions over time.
8. The Town Centre is economically viable at all stages of development.