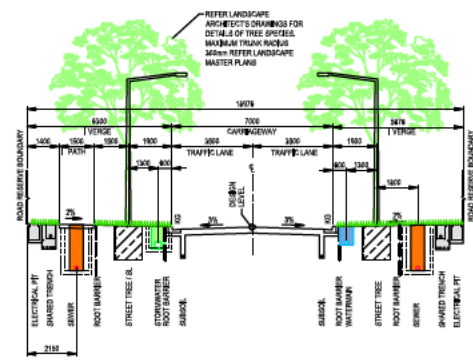
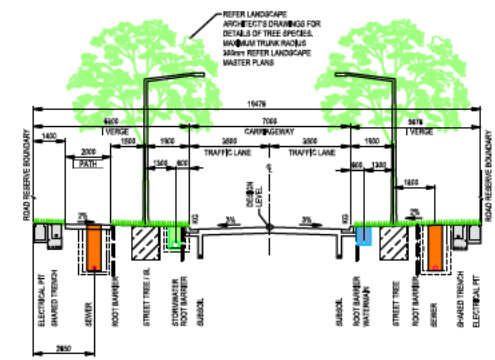


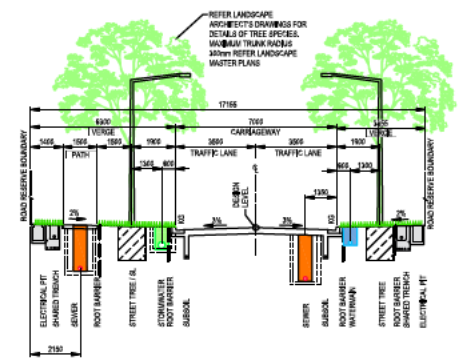
VERGE SERVICES



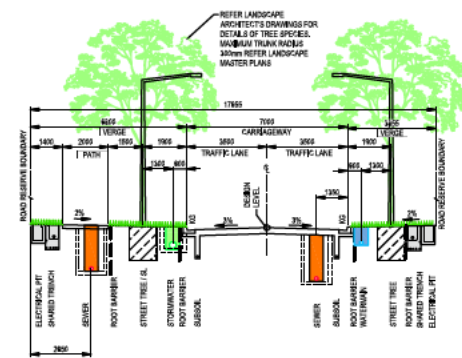
TYPICAL SECTION 1
Access Street Type-A
SCALE 1:100 @ A1



TYPICAL SECTION 2
Access Street Type-B
SCALE 1:100 @ A1



TYPICAL SECTION 3
Access Street Type-A
SCALE 1:100 @ A1



TYPICAL SECTION 4
Access Street Type-B
SCALE 1:100 @ A1



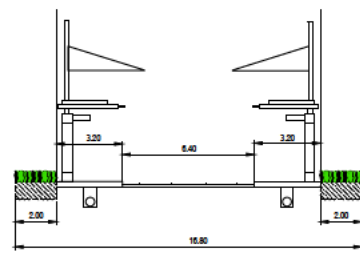
MOVING SERVICES TO REDUCE VERGES (Source: Cardno - Molonglo 3 Stage 2 Proof of Concept 2019)

INTER-TOWN PUBLIC TRANSPORT CORRIDOR

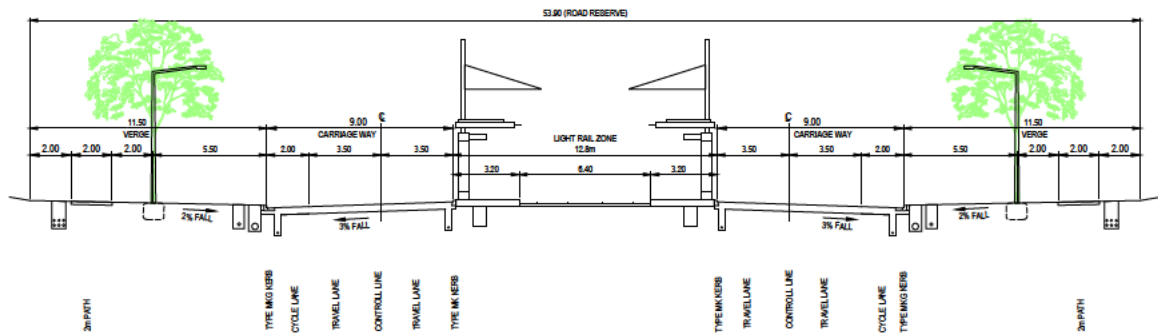
DESIGN PRINCIPLE

There should be multiple road corridor typologies that include the Inter-town Public Transport (IPT) Corridor. This includes being in a standalone corridor, and associated within a road reserve.

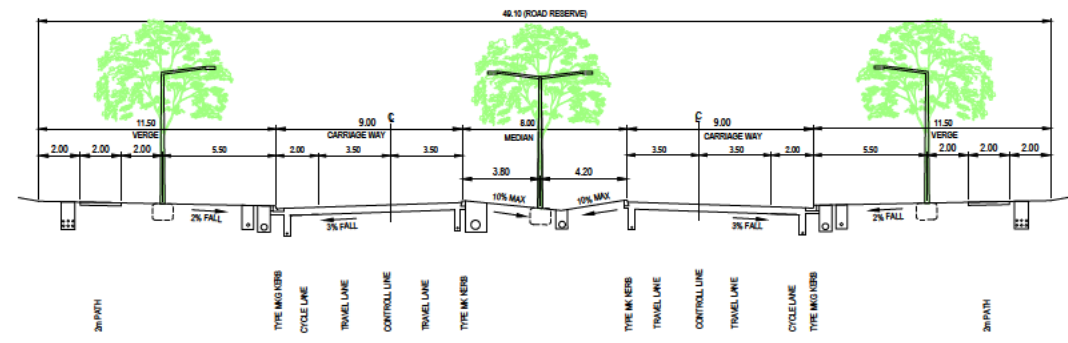
The IPT should not include service roads adjacent like John Gorton Drive at Coombs, or Flemington Road. Building typologies that can front directly onto the IPT Corridor are identified within the Building Typology Chapter.



LIGHT RAIL ONLY



TYPICAL ARTERIAL ROAD WITH LIGHT RAIL



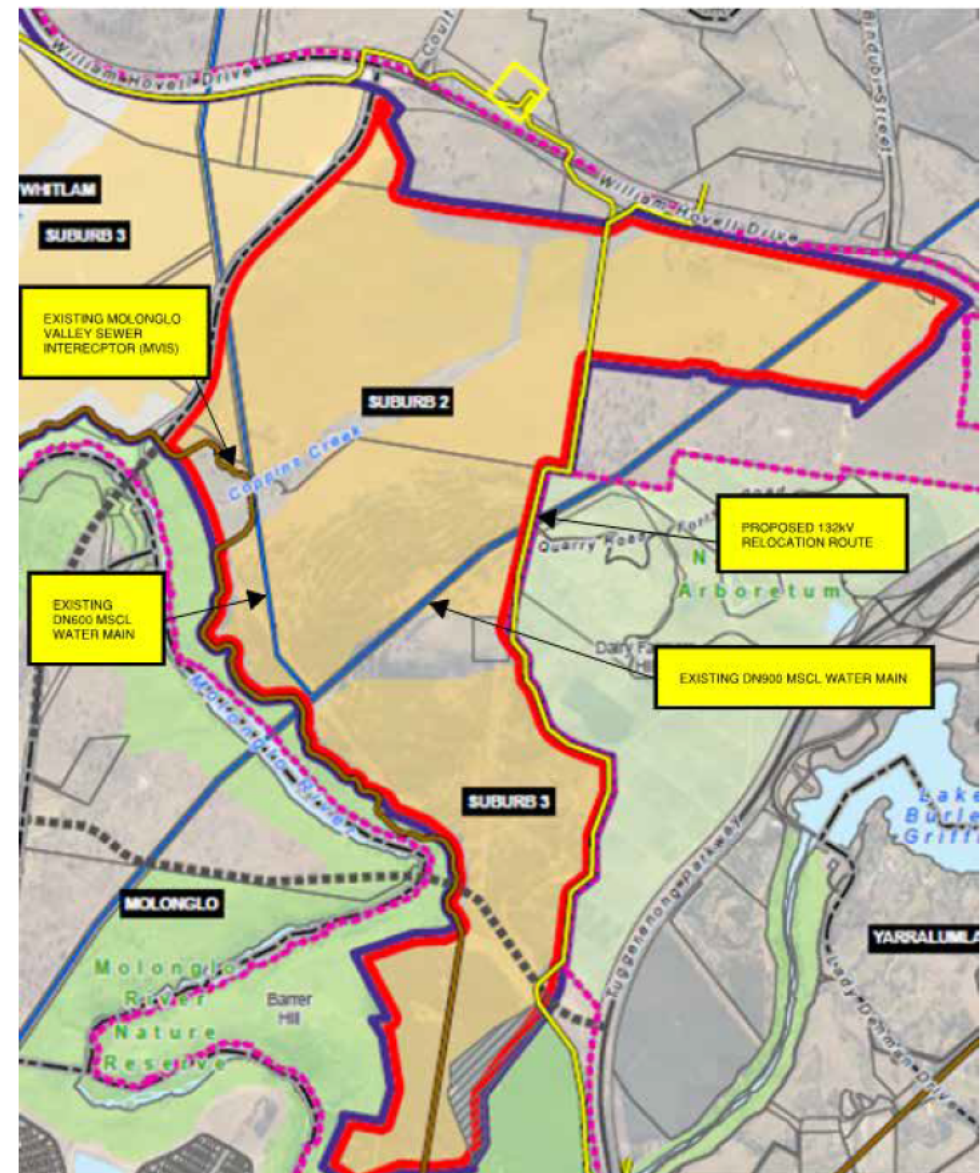
TYPICAL ARTERIAL ROAD WITHOUT LIGHT RAIL

ARTERIAL ROAD & LIGHT RAIL CORRIDOR (Source: Cardno - Molonglo 3 Stage 2 Proof of Concept 2019)

TRUNK INFRASTRUCTURE

DESIGN PRINCIPLE

- + Existing trunk infrastructure such as Water, Sewer and Electrical to be maintained
- + Easements to be considered in the development
- + Alignment of roads to coincide with easements
- + Open space within easements
- + Easement widths to be confirmed with the relevant Public Utility Plant (PUP) Authority
- + Diversions to be considered and co-ordinated with the relevant PUP Authority
- + Confirmation of adequate capacity and linkages into the adjacent development such as Whitlam
- + Combine services trenches and agreement with TCCS will be key to minimise service corridors in accordance with the verge details as provided.



Molonglo 3 East

6

COMMUNITY NEEDS

COMMUNITY NEEDS ASSESSMENT

GHD prepared the Molonglo Stage 3 Community, Sport and Recreation Facilities Needs Assessment in 2014 to inform the provision of community infrastructure for the study area. GHD's findings are based on population threshold and provide a generous allocation of infrastructure and facilities. The proposed facilities also represent formal/traditional community facilities that focus on internal spaces. In terms of facilities gaps, we suggest consideration of the following:

- + Community meeting opportunities in *'Third spaces'* in the **public domain** generally and/ or local parks.
 - + The *'Third Space'* is the social spaces that separate the First Space (Home) from the Second Space (Work). These could include public libraries, cafes, community halls, parks, etc.
- + Community **markets** opportunities (e.g. at school playgrounds, in town centres/ plazas). Consideration should be given to the permanency of any such market which will dictate requirements for infrastructure like power so stallholders don't have to bring generators, running water, shade/shelter, and public amenities. The contemporary focus on food vans can be problematic for lower density and sloped areas, as they are heavy, require reinforced concrete footings/pads to be built, and generally work best

when set up together in on the edge of public car parks.

- + Outdoor **performance space**, which could be incorporated into landscaped areas as an amphitheatre, or space that could accommodate 'pop up' stage, see infrastructure requirements as per community markets)
- + *'Turn up and play'* **casual sport** opportunities, as opposed to having to pay to join club/ attend training as part of a team. Examples include skateboarding elements in the landscape, half basketball courts, outdoor gym equipment. Water play areas are also increasingly popular for younger children.
- + **'Natural' play** opportunities which can be incorporated into essential infrastructure such as around detention basins or along the Molonglo River Reserve and include elements such as places for kids to float boats/ jump on logs etc.
- + Outdoor **library**, which is essential a public wi-fi hotspot with a *'book swap'*.
- + Community gardening in verges or edible landscaping, which can incorporate links to the landscape e.g. Aboriginal bush tucker.

As a general principle, Elton Consulting believes that the provision of new community facilities should only occur when there is a demonstrated capacity problem within existing facilities (e.g. demand for facilities exceeds provision rates/level of service). Before the decision is made to provide a new facility in a new location, the following considerations should be made:

- + Is the existing facility really performing at maximum capacity or are there management interventions that can occur to free capacity (e.g. is there a common peak demand period for all uses, and can some of this demand be dispersed by changing to operating hours?)
- + Does the existing facility have capacity to expand? The sustainability of maintain several smaller facilities compares to fewer larger facilities should also be considered in terms of equity of access and distribution.

The following table outlines principles to include for consideration of the community, sports and recreation facilities.

PRINCIPLE

RATIONALE

Central to catchment and equitable access

Community facilities should be central and accessible to the population they are intending to serve. Access to space and services can be largely determined by the location and distribution of community facilities. Planning for urban growth areas provides an opportunity to integrate community facilities with key population areas (including major new release areas), urban structure (including designated activity centres) and transport routes (including existing and proposed bus and rail connections).

Location to promote accessibility and visibility

To be well used and serve identified social needs, community facilities should be highly accessible and visible. They should provide equitable access to all potential users, be accessible by public transport and have good pedestrian and cycling connections. Ideally, they should be on a main street with ground floor street frontage for optimum visibility and accessibility. Enabling an awareness of what happens inside also promotes usage. Adequate parking nearby also promotes good access to facilities.

Clustered

Clustering with other activity generating uses helps to promote convenient access and a focal point for community activity. The notion of a community hub expands beyond community facilities to include the range of activities and services that encourage human activity and gathering such as shops, transport nodes, schools, child care, parks and playgrounds. Clustering can also contribute to overall sustainability by reducing the need for multiple trips and allowing residents to carry out a number of tasks in a single location through a single trip. Case study research demonstrates the preference of users of community facilities to combine trips with shopping and other activities. Integrating a number of community facilities can maximise their utilisation and activation. Co-location involves shared or joint use of facilities and often the integrated delivery of services.

Main street location for optimum visibility and accessibility

Community facilities are an important part of the civic fabric of our centres and suburbs. Accessibility and visibility through main street locations with a ground floor presence can be important to maximising utilisation and enhancing accessibility. Case studies like Vinegar Hill Library and Community Centre at Rouse Hill Town Centre in Western Sydney demonstrate how community facility space can be well integrated with town square type development without compromising the availability of valuable retail space.

PRINCIPLE

RATIONALE

Contribute to public domain and sense of place

Community facilities can contribute to urban vitality, local identity and sense of place, and become important focal points and gathering places for the community. A strong connection between the facility and the broader community can be fostered through development of facilities on landmark sites and with distinctive architecture and quality design. Community facilities should be distinctive civic buildings and welcoming places, and should present as a reflection of local culture. This helps ensure they develop a strong local profile and are well known in the community, thereby promoting high levels of usage. Incorporating public art into the building design is also important in creating distinctive and welcoming community centres. Public art is an important avenue to tell Maitland's stories and to create places that are recognised and valued in the community.

Near open space for events and activities

Locations adjacent to open space including local and group centres and parks increase the range of activities that can occur on community facilities land. As an example, community centres adjacent to parks and playgrounds are ideal locations for playgroups. Facilities located next to civic squares provide opportunities for markets, festivals and similar events. Locating community facilities near open space areas is another approach to enhancing utilisation, flexibility of use and providing opportunities for a wider range of community building activities. It is also another way to ensure that community facilities are integrated into their surrounding physical environment and seen as 'part of the community'.

Connected to public transport, pedestrian and cycling networks

Planning for community facilities requires a focus on enhancing efficiency and utilisation. Public transport enhances accessibility for all population groups. As a principle, community facilities should ideally be located within 400 metres walking distance of a regular public transport stop. Linking to pedestrian and cycling networks provides another avenue to promote the accessibility of facilities to all groups in the population and is a further means to encourage sustainable behaviour and a healthy and active lifestyle.

Flexibility and multiple use

Community facilities should be designed and built to maximise flexibility in use, so they can respond and adapt as needs change. Where possible, buildings should be capable of delivering a range of services, rather than designated for single uses or specific target groups that may quickly become outdated. Flexibility is enhanced by providing multi-purpose spaces capable of accommodating a diversity of uses, thereby enabling a range of activities and target groups to use the facility. Multi-use facilities are also more dynamic and capable of responding and adapting to the changing needs and preferences of the community. Facilities that are responsive and flexible will be used more intensively over their lifetime.

PRINCIPLE

RATIONALE

Sufficient size and design to enable expansion and adaptation

- + It is difficult to precisely predict the absolute requirements for community facilities of a future population. Assumptions about demand are based on current projections regarding future populations. These projections may change and therefore affect requirements for community facilities land. Past experience has shown that it is important to provide some flexibility in the provision of community facility space.

Safety and security

Community facilities should be designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles. They should provide a high degree of personal safety for people entering and leaving the building, especially at night. Safety and security can be enhanced by:

- + Involvement of the community in design and development of community spaces, leading to feelings of ownership of the space so it is more likely to be used.
- + Providing spaces that can be monitored by a range of people including passers by and shop keepers.
- + Strategically positioning lighting, trees, and meeting places.
- + Using barriers to guide pedestrian and vehicle traffic.

Avoidance of conflict with neighbouring uses

Master planning processes can provide an opportunity to locate community facilities uses in areas where impacts on residential and other uses can be minimised. In greenfield areas siting facilities to incorporate some form of separation and/or buffering from residential areas is often an important consideration in reducing any potential future conflict. In infill areas the separation of community facilities and residential uses is often not possible, nor desirable, with mixed use building forms being a relatively common model that contributes to the vibrancy and activity of infill areas.

Molonglo 3 East

7

STAKEHOLDER ENGAGEMENT

PCS ENGAGEMENT - RIVER INTERFACE



MOLONGLO 3 EAST - PLANNING AND INFRASTRUCTURE STUDY

Molonglo River Interface

Date: 27th May 2020
Location: Virtual Meeting (MS Teams)

Attended	
Megan Cousins - EPSDD	Darren Le Roux - PCS
Patrick Paynter - EPSDD	Richard Milner - PCS
Daniel Santosuosso - EPSDD	Mark Sweaney - PCS?
Kerry Browning - EPSDD	WSP
Nic Jario - ACT Gov	Roberts Day
Miloje Beljic - Major Projects	Roberts Day
Sophie Clement - PACS	

RobertsDay
planning-4c39e plate

RobertsDay
planning-4c39e plate

RobertsDay
planning-4c39e plate

- Appreciation of Molonglo River Reserve and the Management Plan
- Reference was made to the Molonglo River Park Concept Plan that pre-dated the current plans.
- The boundary of the Molonglo River Reserve is defined by the Future Urban Area (FUA) boundary.
- An Inner Asset Protection Zone (IAPZ) of around 60m will be included within the development site and not the River Reserve.
- Key Considerations for the River Interface:
 1. Managed Access
 - Fenced along length of River Reserve
 - Provide Pedestrian access points
 - Gated vehicle access
 - 2012 Concept Plan includes Path Hierarchy
 - Molonglo River Management Plan includes updated Trail / path network
 2. Ownership / Stewardship
 3. Educate Community
 4. Path Networks / access to be completed prior to development to establish patterns of use
 - A bridge crossing of the Molonglo River at the Coombes peninsular mentioned as a future PCS project.
 - Connections to the two special purpose reserves (Barrar Hill and Misery Point) noted.

- Connections into existing / proposed paths to be co-ordinated with other agencies - EPSDD, TCCS, SLA.
 - Provide wayfinding signage
 - Path access to Mount Painter under William Hovel Drive to be reviewed
5. Events within the River Interface will be community only (no private events)
6. Arts Trails
- Restoration focus
 - No art within the water channel
 - Sculptural water quality monitoring possibility
 - Repurposing of sewer stacks and power poles mentioned as a specific project/ aspiration of PCS in consultation with utility agencies.
7. Buffer to development
- To include Inner Asset Protection Zone (IAPZ) of around 60m within Molonglo 3 East FUA
 - Fire Trail to be included closer to River Interface
 - Edge Road to be included closer to development
 - Paths to be away from reserve
 - No parking to be included within buffer
 - Treatment of Interface between River Reserve and Residential areas. The actual boundary between what is nature reserve and what is urban open space is not necessarily fixed and a new line of management responsibility could be defined depending on the environmental values found and the management regime to be adopted for its 60m wide zone. Managed access points to the reserve needed. These should be defined and located in the planning for M3E.
8. Landscape Objectives
- Avoid light pollution from cars / bicycles
 - Minimise disturbance of ground (maintain ground cover where possible)
 - Karna Nature Reserve Interface Strategy a good example of landscape objectives
 - Network of native species where possible
 - Interface treatments with Patches H, C, GG, N to be developed and discussed further with PCS
 - Identification of natural values inside the FUA should occur early and integrated/connected with those adjacent.

9. Storm Water
- Master Plan of storm water treatment completed a few years ago
 - Included formal / informal WSUD
 - General discussion around taking a treatment train approach to stormwater quality management and the challenges of adopting alternative WSUD treatments with TCCS discussed.
 - Specific mention of a naturalised wetland at the lower end of Coppins Ck in M3E and other smaller wetland/ponds at the other 6 or so minor watercourses that flow to the Molonglo River.
 - Discussion reinforced the idea of undertaking more treatment higher up in the urban catchments.
 - TCCS and PCS meeting required
 - Multiple smaller ponds preferred by PACS for water treatment / detention including naturalised Coppins Creek Corridor. TCCS prefer single large pond for easier maintenance.
 - On-dwelling catchment could be increased about the 20% impervious requirement to reduce size of ponds
10. East - West Arterial
- EWA crossing of Molonglo River - form, function, bridge type. Subject to a separate project and briefings. Form, function, and bridge type likely to be similar to John Gorton Drive but smaller.

ARBORETUM ENGAGEMENT



MOLONGLO 3 EAST – PLANNING AND INFRASTRUCTURE STUDY

Arboretum Interface

Date: 29th May 2020

Location: Virtual Meeting (MS Teams)

Attended

Megan Cousins – EPSDD	Arboretum
Patrick Paynter – EPSDD	Arboretum
Daniel Santosuosso – EPSDD	WSP
Kerry Browning – EPSDD	Roberts Day
Miloje Beljic – Major Projects	Roberts Day

RobertsDay
planning+design+place

1. The Arboretum Master Plan includes Paths and Trails within the site
2. Arboretum requires a second entry
 - o 10,000 person amphitheatre currently takes 3.5 hours to clear
 - o Scott has been in talks with TCCS who have already provided in-principle support for a road between Patch GG/N and connecting to William Hovel Drive at the Bindubi Street Intersection.
 - o Road has already been designed by Arboretum consultants
 - o Timing issue as the road is required now, but the intersection is a major infrastructure project
 - o Co-ordination between Molonglo 3 East project and Arboretum required for second entry
3. Hotel has been proposed just below Dairy Farmers Hill Lookout on a piece of cleared land. Views west through Molonglo should be respected
4. East- West Arterial
 - o Current design impacts on the Boer War Forest.
 - o Under pass for horse trail / commuter cycle path required
 - o 3.5m high clearance proposed
5. Managed Access
 - o Arboretum is full fenced and locked at night
 - o Access to network of paths within Arboretum to be around 400m apart into Molonglo 3 East
6. Urban Interface
 - o Inner Asset Protection Zone (IAPZ) of around 30m within the Molonglo 3 Site to be a 'soft buffer' to Arboretum
 - o No back fences to Arboretum
 - o Use soft landscape as a transition to forests
 - o Delfin – Townsville a good example of soft buffer (Scott to provide examples)

Molonglo 3 East

Design Principles

APPENDIX C

OPTIONS REPORT



Design
for a better
future



**Molonglo 3 East
Planning and Infrastructure Study**

Options Report

Environment, Planning, and
Sustainable Design Directorate



Question today
Imagine tomorrow
 Create for the future



Molonglo 3 East
Planning and Infrastructure Study
 Options Report

WSP
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wsp.com

Rev	Date	Details
	20 July 2020	Internal Draft
	22 July 2020	Draft

	Name	Date
Prepared by:	Drew Jamieson (Roberts Day) Angela Koepp (Roberts Day) Gareth Mills Rebecca Powell Steve Novak	22 July 2020
Review by:	Mary Haverland	22 July 2020
Approved by:	Cindy Williams	22 July 2020

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Purpose

This report aims to present different options for consideration in the planning of Molonglo 3 East. The options presented include consideration of:

- **Character areas** which creates and shapes unique neighbourhoods and centres and integrates with other planning tools to ensure these places are recognised.
- **Structure plan** and the opportunities for the group centre, local centres and schools.
- **Road Network** including considerations of the road network within the Movement and Place framework.
- **Public and active transport** which details rapid and coverage transit options as well as cycling, pedestrian and equestrian routes within the study area.
- **Infrastructure** including opportunities for water sensitive urban design and trunk infrastructure.

Different options for the above are presented in this report and will be discussed further with stakeholders. A preferred option, or combination of options will then be taken forward for further investigation in additional stages of this project.





Character Areas

Character Areas

THE CONNECTION

- Adjoining key arterial roads, the Connection is the spot to be to access all of Canberra
- With undulating views, and still close to the amenity of the Urban Village, the Connection will link residents to the broader Molonglo region

THE CREEKSIDE AREA

- The village is diverse, multicultural and inviting—it's the heart of Molonglo
- It provides a place to meet, get together, connect and share a meal
- It's active all day, and into the night with local businesses providing a place to shop, eat, drink, wind down, have fun and get to know your community
- It's protected from the elements, with urban connection to the foreshore
- It's a good neighbour – providing amenity for residents, while being sensitive to its surrounds
- It's the quieter, family-friendly sister to the urban village. It's easy to get to, accessible, and you don't need a car

THE URBAN VILLAGE

- The Urban Village is a place to live and play
- It's a fringe-dweller, it's offbeat, but don't let that put you off
- With direct links to the city, it will attract younger crowds. It throws away rigidity, and provides a place for free expression and creative endeavours
- It comes alive at night, providing a bright, bubbling beacon within Molonglo
- There's a volume of adaptable spaces, allowing the village to grow, change and develop over time and with shifting needs



CHARACTER AREAS

Character Areas

THE NEIGHBOURHOODS

- The Neighbourhoods is the spot for families who want cricket in the yard, and kids playing in the street.
- Sat between the National Arboretum and a large open park, families can ride their bikes, take a walk or picnic under a tree.
- It's a slower pace of life here, away from the hustle and bustle of the city and with lots of space to explore.
- It features traditional 'garden city' open front yards, wide footpaths, shaded and active travel, with lots of quiet cul de sacs.

THE GREENLINK

- The Green Link is the place to learn and play.
- Located on a small green perch between the Molonglo River corridor and a primary school, it gives opportunity to explore outdoors and understand the lessons provided by nature.
- The Green Link touches lightly, with smaller footprints that maintain a strong connection to the environment.
- It provides a place to get lost in the landscape, with priority given to the pedestrian over petrol.

THE HAMLET

- The Hamlet provides an opportunity to connect on a closer, more intimate scale.
- It's a place to pause, reflect and enjoy the best that life has to offer.
- Ample planting and 'old pine' forests will help give the community an established and secluded feel.
- The Hamlet is the gateway to the protected Molonglo River corridor, with focus given to the environmental qualities.
- This quiet community will enjoy large blocks, views in each direction of surrounding hills and River, as well as close access to the city and transport.



CHARACTER AREAS

Character Areas Table

PRIVATE DOMAIN	THE CONNECTION	THE CREEKSIDE AREA	THE URBAN VILLAGE	THE NEIGHBOURHOODS	THE GREENLINK	THE HAMLET
LAND USE	Primarily residential	Group Centre, High School, Residential	Primarily residential, local centre, primary school	Primarily residential	Primarily residential, local centre, primary school	Primarily residential
BUILT FORM (type/ height)	Detached Dwellings, cottages, attached and semi-detached dwellings 1- 2 storey plus 3rd storey living area permissible	Terraces, apartments and a variety of urban building forms for mixed uses including upper level POS areas (ie, rooftop terraces) 3-4 storey	Cottages, attached and semi- detached dwellings Ground Floor Work spaces permissible 1- 2 storey plus 3rd storey living area permissible	Detached dwellings constructed to respond to topography and <i>'touch the ground lightly'</i> . Innovative dwelling designs are encouraged that meet solar objectives whilst allowing the block configuration and orientation to respond views 1- 2 storeys	Medium Density cottages, semi-detached dwellings and terraces, with a sustainable focus around compact footprint / reduce parking rates 1- 2 storey plus 3rd storey living area permissible	Detached dwellings constructed to respond to topography and <i>'touch the ground lightly'</i> . Innovative dwelling designs are encouraged that meet solar objectives whilst allowing the block configuration and orientation to respond views 1- 2 storeys
FRONT SETBACK/ ARTICULATION	Reduced setback from that of The Neighbourhoods Character Area. Permissible raised ground floor plate and front entry verandah encouraged	Nil to minimum setbacks to all boundaries/ active frontages to primary streets and open spaces/ front verandahs and balconies encouraged	Reduced setback from that of The Neighbourhoods Character Area. Permissible raised ground floor plate and front entry verandah encouraged	Reduced setback from that of The Hamlet Character Area/ front verandah encouraged	Reduced setback from that of The Hamlet Character Area/ front verandah encouraged	Greatest setbacks of all the Character Areas
FRONT BOUNDARY TREATMENT	Open yard (i.e. no front fencing and/ or walls)	Front fences and walls encourages where a front setback is applied, alternatively active frontages applied to primary streets and open spaces	Front fences and walls encouraged with articulation zones permissible to the boundary	Open yard, hedge or front fence (no wall). Or combination	Fencing or Courtyard Wall integrated into the development	Open yard, hedge or front fence (no wall). Or combination
PUBLIC DOMAIN						
STREET LAYOUT	Streets generally run perpendicular to contours in order to facilitate an attractive and pedestrian friendly streetscape, promote surveillance and create public vistas	Shared street treatments and alternative transport solutions within the Group Centre will be considered to promote walking and cycling in these areas	Streets generally run perpendicular to contours in order to facilitate an attractive and pedestrian friendly streetscape, promote surveillance and create public vistas	Create a slow speed environment with opportunities for conventional streets to be rationalised to prioritise green, active travel streets at the local level in order to facilitate an attractive and pedestrian friendly street-scape, promote surveillance and create public vistas	Streets connect key destinations and amenity and provide shared paths and footpaths along key desire lines between the National Arboretum and Molonglo River Corridor	In areas of steeper slope, hamlet- style clustering of dwellings around cul-de-sacs permitted with pedestrian permeability required.

Inspiration

THE CONNECTION

THE CREEKSIDE AREA

THE URBAN VILLAGE

THE NEIGHBOURHOODS

THE GREENLINK

THE HAMLET

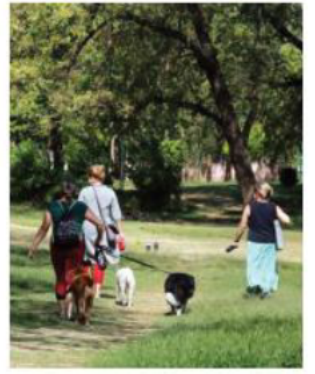
HOUSING

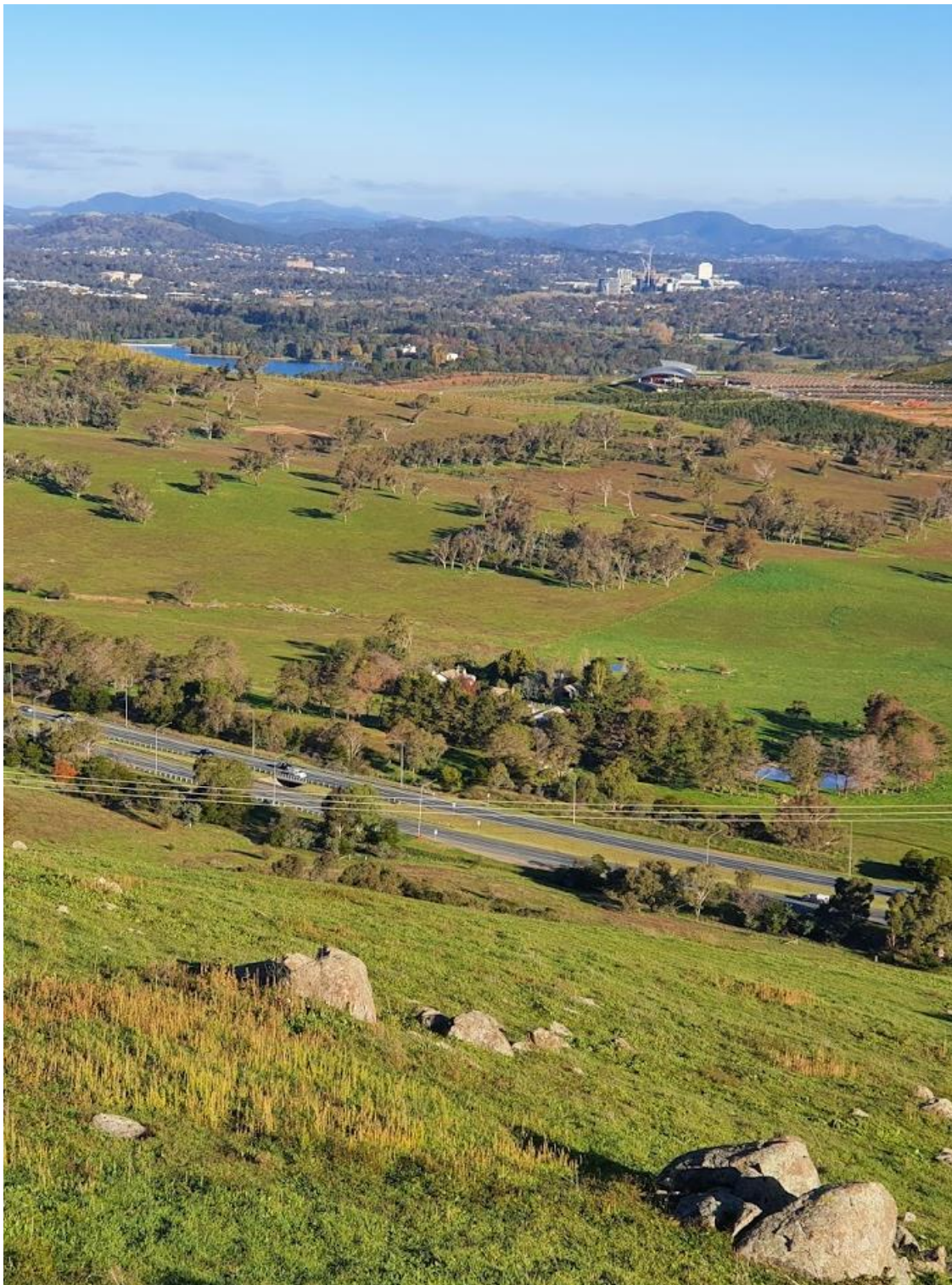


ACTIVATION



LANDSCAPE / STREETScape





Structure Plan Options

Option One

Business As Usual

CONVENTIONAL NEIGHBOURHOOD DESIGN

11.2KM KEY ROADS

3.5KM RAPID TRANSIT



MEDIUM DENSITY HOUSING

- 1 Based on the proof of concept
- 2 Light Rail following Bindubi Street except within Group Centre
- 3 Collector Roads through the middle of neighbourhoods



STANDARD LIGHT RAIL CORRIDOR



COMBINED SCHOOL AND LOCAL CENTRE



NEIGHBOURHOODS

Option Two

Public Transport Creek Crossing

ACTIVE TRAVEL
BRIDGE CREEK CROSSING

SEPARATE
RAPID TRANSIT CORRIDOR

10.5KM KEY ROADS

1.4KM MINOR ROADS

3.5KM RAPID TRANSIT



ACTIVE TRAVEL / PUBLIC TRANSPORT CREEK CROSSING

- 1** Only allow the Light Rail and Active Travel to cross Coppins Creek at the southern end
- 2** Light Rail does not follow alignment of collector road but is within its own corridor and follows along creek corridor
- 3** Collector Road within southern portion of 'The Neighbourhood' character area is on the edge to allow for creation of slow speed environments



OPTION 2

Option Three

Northern Bindubi Street Connection

SLOW SPEED
NEIGHBOURHOODS

585M ADDITIONAL
DEVELOPABLE CREEK FRONTAGE

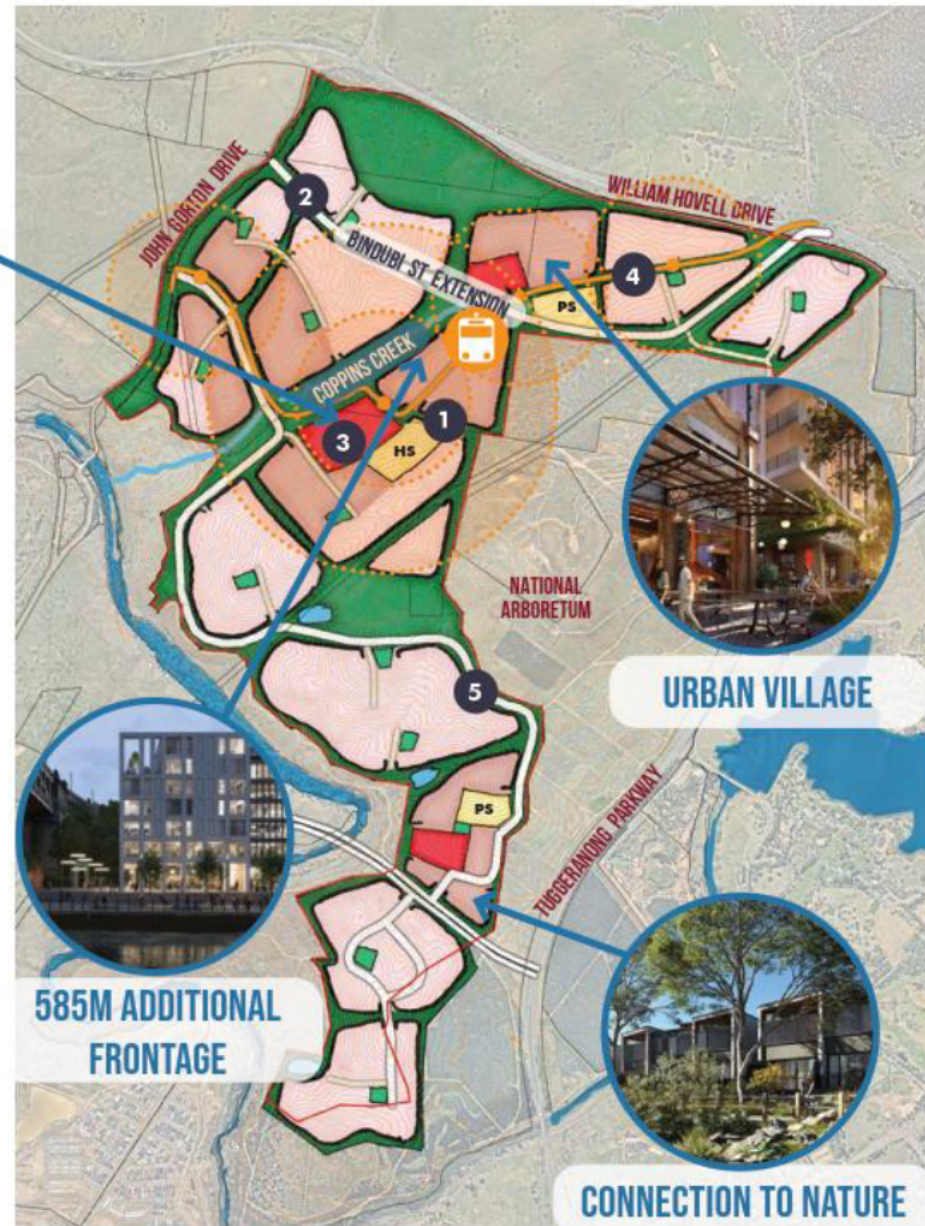
10.8KM KEY ROADS

3.5KM RAPID TRANSIT



CREEKFRONT PROMENADE

- 1 This option looks at limiting 'Rat Running' through or past the Group Centre by not providing Collector Roads through the middle of the site
- 2 Bindubi Street connects at the northern intersection on John Gorton Drive (not a beneficial route for 'rat running')
- 3 Create a slow speed environment around the Group Centre and prioritise public transport / active travel
- 4 Light Rail in separate corridor from Collector Roads
- 5 Put Collector Roads on edge of 'The Neighbourhoods' Character Area for Slow Speed Environments



URBAN VILLAGE



585M ADDITIONAL FRONTAGE



CONNECTION TO NATURE

Transport

Road network



Movement and Place

Movement Corridors

- Facilitates movement of all modes through the precinct.
- Focussed along the main corridors discussed in this option report. There will be some sections that have a higher movement or place function whilst still being primarily a movement corridor.

Places for People

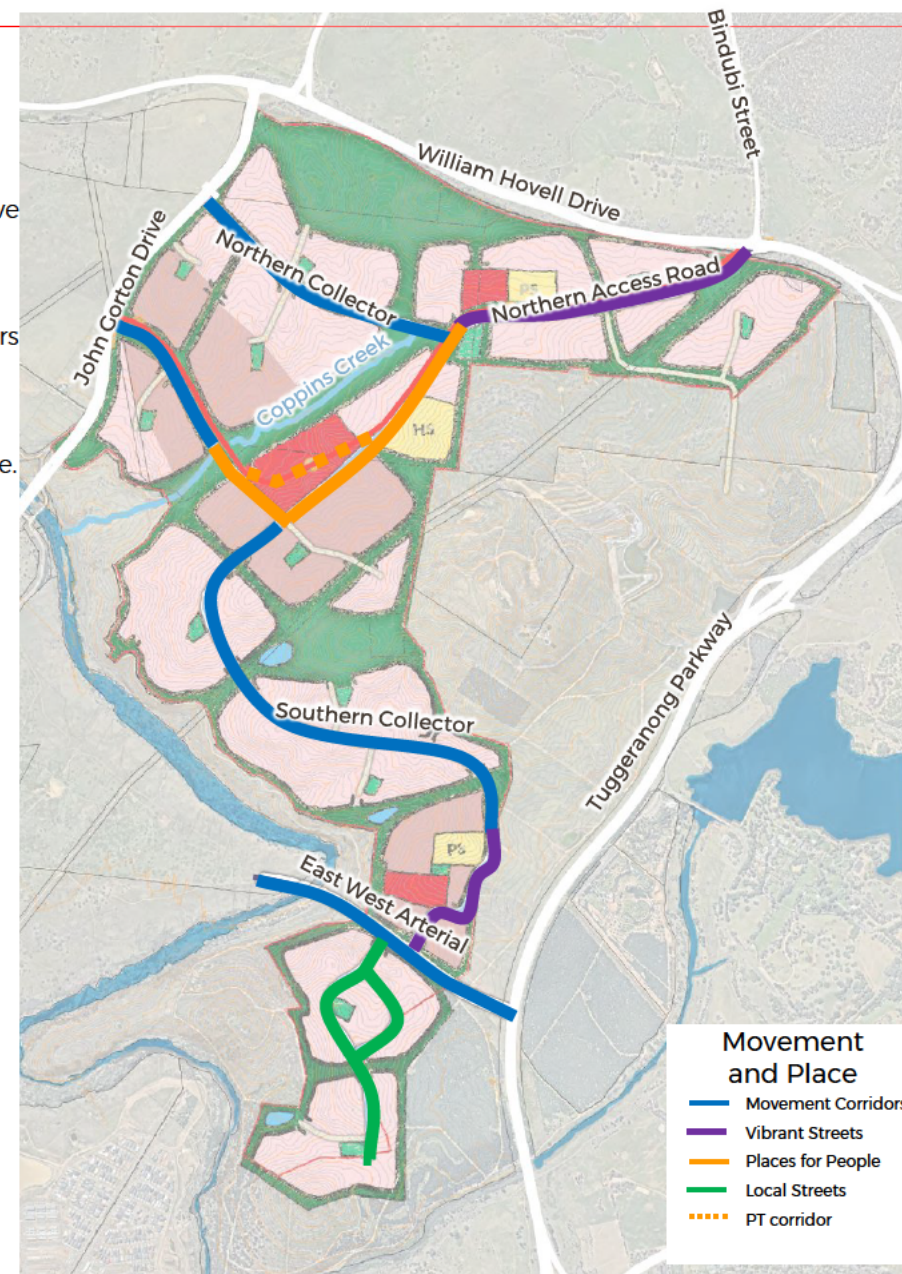
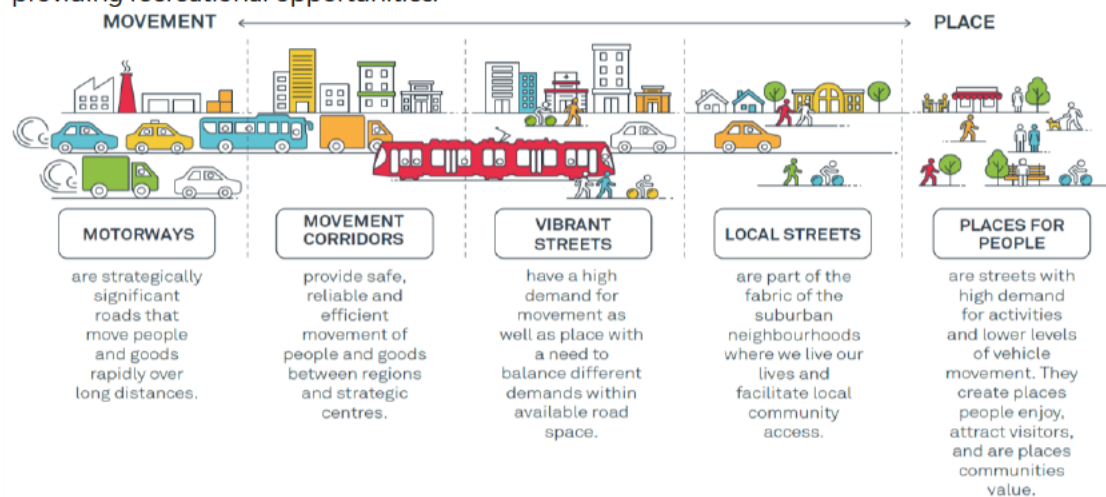
- Corridors that prioritise the safe and efficient movement of people with a sense of place. These corridors will be more pedestrian friendly and will prioritise the place function over movement.
- Focussed around the group centre or local centres.
- In some of the options this is achieved through no private vehicle access only through the group centre. This can also be achieved with slow speed environment, shared zones and other traffic calming measures.

Vibrant Streets

- Corridors that balance the need for movement through the precinct whilst activating the street frontage to create a vibrant group centre and local centres.
- These are shown around the local centres and schools. There will be a need for all movement modes around these nodes, however the value of these places needs to be retained. Eg; safety, pedestrian environment.

Local Streets

- Slow speed environments comprising of the majority of residential streets within Molonglo. The main function of local streets is to form the basis of the neighbourhoods, facilitating local access and providing recreational opportunities.



Basemap source: SixMaps

Figure 1: Movement and Place