

# Out of Scope

---

**From:** Thorman, Rob  
**Sent:** Thursday, 4 September 2025 9:48 AM  
**To:** Sibenaler, Alex <[Alex.Sibenaler@act.gov.au](mailto:Alex.Sibenaler@act.gov.au)>  
**Subject:** FW: Hume Circle integrated urban development - Discussion Paper (003)

Latest version of the discussion Paper

---

**From:** Thorman, Rob

**Sent:** Thursday, 14 August 2025 8:26 AM

**To:** Emerson, Mark <[Mark.Emerson@act.gov.au](mailto:Mark.Emerson@act.gov.au)>

**Subject:** Hume Circle integrated urban development - Discussion Paper (003)

Mark

If you havn't sent already – use this version – I've removed a blank page

Rob

## Land Supply Roundtable 15 August 2025

<b>Subject:</b>	Hume Circle Integrated Urban Development – Discussion paper
<b>Critical Reason:</b>	To establish a coordinated ACT Government planning approach in the area around Hume Circle to respond to the NCA invitation to join a steering committee and to inform ACT Government representatives

### Recommendation

That the Roundtable:

Agree to an integrated development approach to Hume Circle across ACT Government Agencies through an interagency working group, to inform discussions with National Capital Authority (NCA).

### Background

1. There are currently multiple planning and transport issues surrounding Hume Circle, within the area shown in the map at [Attachment A](#). An interagency workshop was held on July 4, 2025, to address these issues. An integrated urban design approach was proposed to ensure a coordinated outcome. This will ensure that the economic and urban design constraints are fully understood and that opportunities are not lost through lack of coordination.
2. On July 24, 2025, the NCA Chief Executive Karen Doran sent a letter to Minister Steel, Minister for Planning and Sustainable Development and Minister for Transport proposing that the NCA take a lead role on the Hume Circle precinct. The precinct would be brought into the planning remit of the NCA by designating it under the National Capital Plan.
3. The NCA seeks a collaborative approach with the ACT Government and has proposed a Steering Committee “bringing the relevant ACT Government players together to contribute to NCA’s Hume Circle project.”
4. A cross agency working group has been proposed to ensure a coordinated planning approach across the ACT Government in the area around Hume Circle, and to inform discussions with the NCA. This will help the ACT Government and NCA to collaborate when dealing with private sector developers such as JEGA who are already formulating significant development proposals in the area.

### Issues

5. The road intersection at Hume Circle has been identified as requiring safety improvements and Commonwealth funding is available to address this issue. The City Services area of City and Environment Directorate (CED) has assessed several possible options to improve safety and is undertaking traffic modelling. Two preferred options are shown at [Attachment B](#).
6. Apart from traffic safety, the current condition is unsafe for pedestrians and cyclists and creates a barrier between the suburbs of Kingston, Fyshwick, Griffith, and Narrabundah which have considerable potential for urban renewal.

7. The Inner South District Strategy 2023 identifies the area around Hume Circle as a potential active travel route. The District Strategy also highlights the significance of nearby industrial and service trades area including Fyshwick Markets. Nested within the District Strategy is the area covered by the East Lake Place Plan which abuts Hume Circle and is identified as an area where change may occur within 0-5 years.
8. The East Lake Place Plan was published by the former ESPDD in 2024 following significant public consultation. Key elements of the Place Plan include:
  - Building a new railway station slightly to the east of the current station as part of a multi-modal transport hub within a vibrant mixed use commercial precinct.
  - More intensive mixed use development around Hume Circle, including residential uses.
  - Retaining industrial and employment uses around the markets and CIT.
  - A compact school site on former railway lands.
9. Under the 2024 Administrative Arrangements the Chief Minister is responsible for a number of Urban Renewal sites that are now being progressed by SLA. This includes the Canberra Railway Precinct that sits within the area covered by the East Lake Place Plan.
10. SLA is supporting the Territory Plan and Coordination area of CED to progress a Major Plan Amendment which would facilitate development consistent with the East Lake Place Plan. This includes seeking input from ACT Government Agencies and the NCA. Critical issues around Hume Circle raised by Agencies include:
  - Protection of industrial and employment lands and a transition between industrial and residential uses.
  - The future needs for school and community facilities being adequate to cater for potential mixed-use development around Hume Circle and Rail Precinct.
  - A need for updated traffic modelling and the consequential augmentation of infrastructure.

It is important to note that these comments are based on residential yields contemplated in the East Lake Place Plan and prior to significant uplifts in residential yields proposed by the JEGA consortium as described in paragraphs 12 and 13.
11. The NCA has an interest in Hume Circle and surrounds due to the association with key elements of the Griffin Plan including the Causeway axis, Hume Circle and Canberra Avenue as a main avenue and approach route to the capital. NCA wants to ensure that future development in the area aligns with the National Capital Plan to reflect key elements identified in the Griffin Legacy.
12. JEGA is a consortium of developers, and including DOMA Group, and is developing an urban mixed-use proposal for land where it has significant land holdings within Section 26 Griffith and Section 6 Fyshwick. The land holdings are shown at [Attachment C](#). JEGA's concept extends to all land within these two Sections, including Government and other privately leased land. The proposal includes predominantly residential buildings up to 15 storeys covering the two sections and reflects key elements of the earlier Griffin design geometry for Hume Circle.
13. Around 2,500 dwellings are proposed on JEGA's current holdings with 4,000 dwellings in total contemplated on Sections 26 and 6 in the JEGA concept. Indicative layout at [Attachment D](#).

14. JEGA has approached various parts of the ACT Government to propose a change in suburb boundaries so that whole area of their development proposal would be included in Griffith. This would mean Section 6 Fyshwick would become part of Griffith. While this may assist marketing of the proposed future residential developments in that section, it is not viewed as a priority for the ACT Government. It is a process very rarely undertaken and would involve considerable internal and external administrative processes. It would require new Deposited Plans to change the boundary, all Leases would have to be changed and all Land Titles would also have to be changed. Externally, all affected leaseholders would have to change addresses, noting the consortium does not own all blocks, and a formal engagement process would be required for nearby land owners and a threshold of support determined.
15. While the JEGA proposal aligns with the ACT Government objectives for housing in a prime infill location, there are a number of matters for consideration with the proposal in its current form:
  - The proposal does not address key issues around Hume Circle including safety and active travel. It also misses the opportunity to create a vibrant urban place and unlock underutilised developable land.
  - It assumes that any required community facilities such as schools and sports and recreational facilities would be provided outside the private development area, which would require the ACT Government to cover the costs of these services in any such scenario.
  - It does not address the interface issues with the industrial areas which are valued in the District Strategy and East Lake Place Plan, including protection of the land uses area around the Fyshwick markets.
16. JEGA has presented its proposal to the NCA Board and the NCA has now formally written to the ACT Government about the NCA declaring the areas covered by the JEGA proposal a Designated Area, which would have the effect of overriding the ACT planning system. It is unclear from the NCA letter the extent of the proposed designated area but it could include the land covered by the JEGA proposal, and also possibly the wider circle (including McMillan Crescent in Griffith and Narrabundah).
17. There have been numerous separate discussions between the JEGA consortium, NCA and various ACT Government agencies which does not appear to have addressed the broader strategic approach to development around Hume Circle. There may also be a lack of clarity around the respective roles and responsibilities of the Territory and the NCA.
18. A Hume Circle workshop was held on Friday 4 July 2025 with the relevant ACT Government Agencies, and it was suggested that a working group be formed to help develop a coordinated approach within the ACT Government. This would provide the basis for briefing Ministers and for discussions with the NCA in the first instance. Ideally the ACT Government and NCA should then work together to liaise with developers to ensure a coordinated outcome.

## **Financial Implications**

19. Commonwealth funding of \$20 million has been identified to assist in resolving traffic safety management issues at Hume Circle.

20. An integrated design approach, example at [Attachment E](#), would result in more efficient land use and the potential for additional development areas which could assist in funding public domain improvements and road and traffic management.
21. Beyond the potential lease variation charges and without developer contributions for provision of community facilities and supporting infrastructure, the Territory will need to consider provisioning land, funding, and delivery of infrastructure to meet these future needs.

## **Consultation**

### Cross Directorate

22. SLA with CED representatives from the following areas: City Services, Development and Implementation, Territory Plan and Coordination, Strategic Projects, Strategic Planning and Policy, Surveyor General.
23. CMTEDD Regional Infrastructure Planning and Transport.

### External

24. JEGA
25. NCA
26. Considerable community consultation on the District Strategy and East Lake Place Plan has informed planning.

## **Benefits/Sensitivities**

27. There are significant benefits in realising many of the objectives outlined in previous planning documents, and in delivering on the Governments housing objectives.
28. There are considerable commercial interests in the area that will require a coordinated a timely response.
29. There may be potential tensions between maintaining commercial and industrial uses in the area, with proposed residential development.
30. There will be considerable community interest in the area, some community groups may be concerned at the level of development proposed.
31. The increase in population as proposed will require additional services and infrastructure in and around the precinct, such as transport, education and community services. Consideration of funding and cost sharing is required.

## **Communications, media and engagement implications**

32. There will be considerable community and media interest in the area and a cross-agency communications plan will be required.

Action Officer: Rob Thorman

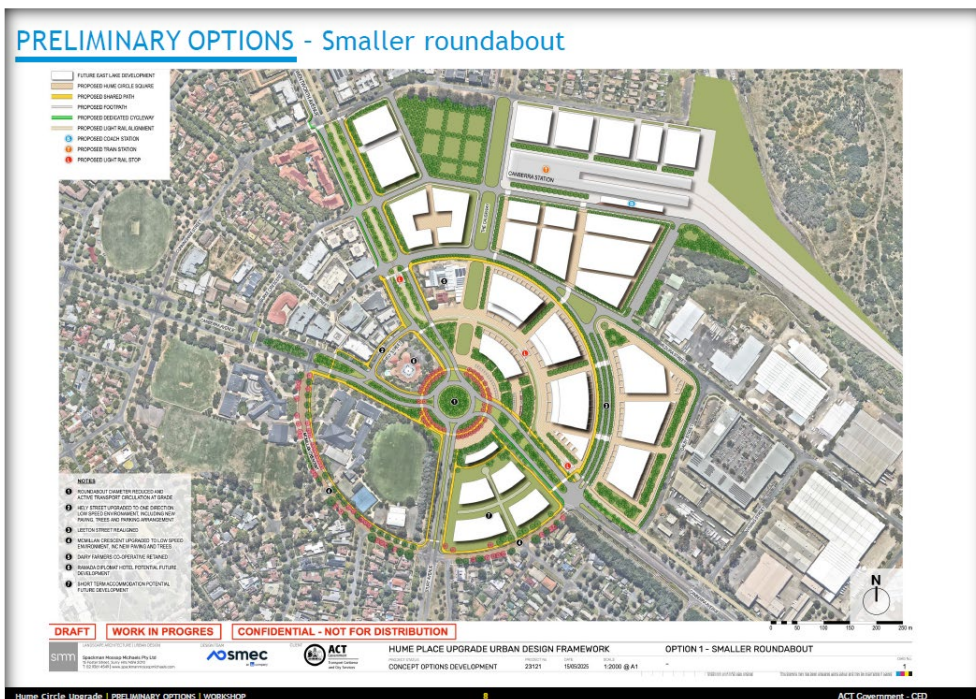
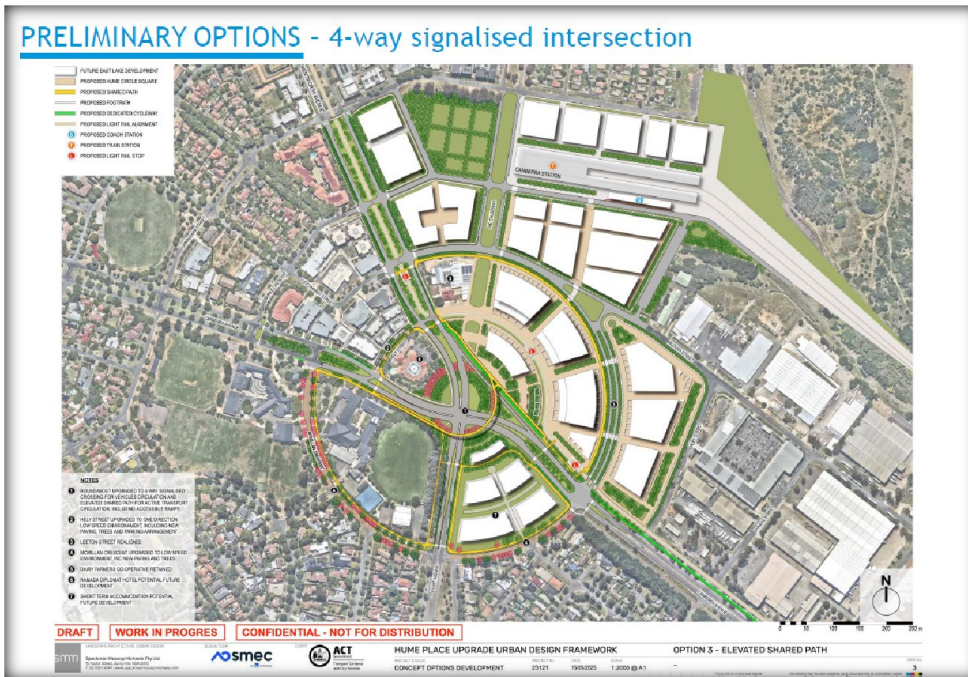
Phone: Sch 2.2(a)(ii)

Attachment	Title
Attachment A	Map of East Lake Place Plan
Attachment B	Hume Circle traffic options
Attachment C	Landholdings Section 26 Griffith and Section 6 Fyshwick
Attachment D	JEGA Proposal
Attachment E	Example of an integrated development approach

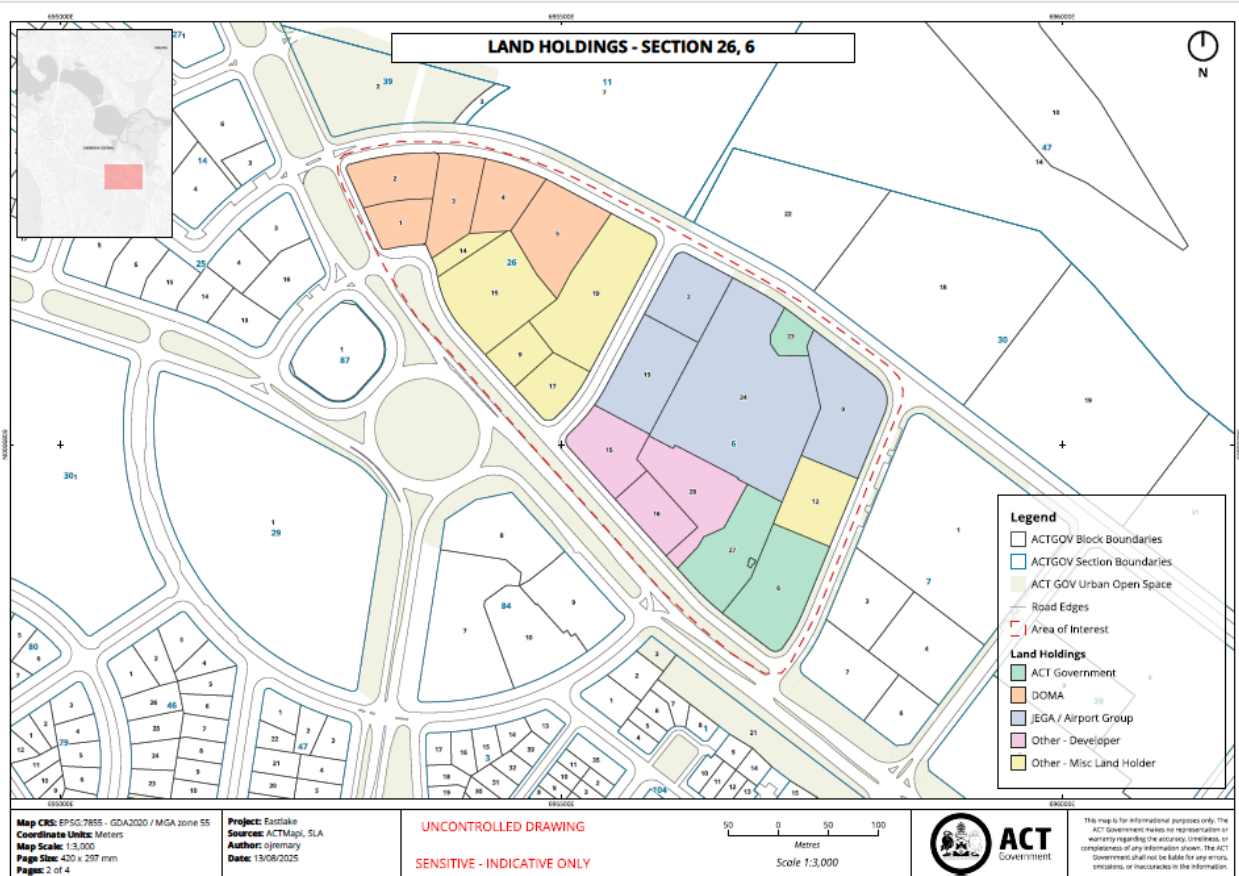
**Attachment A: Hume Circle and surrounds in relation to the East Lake Place Plan**



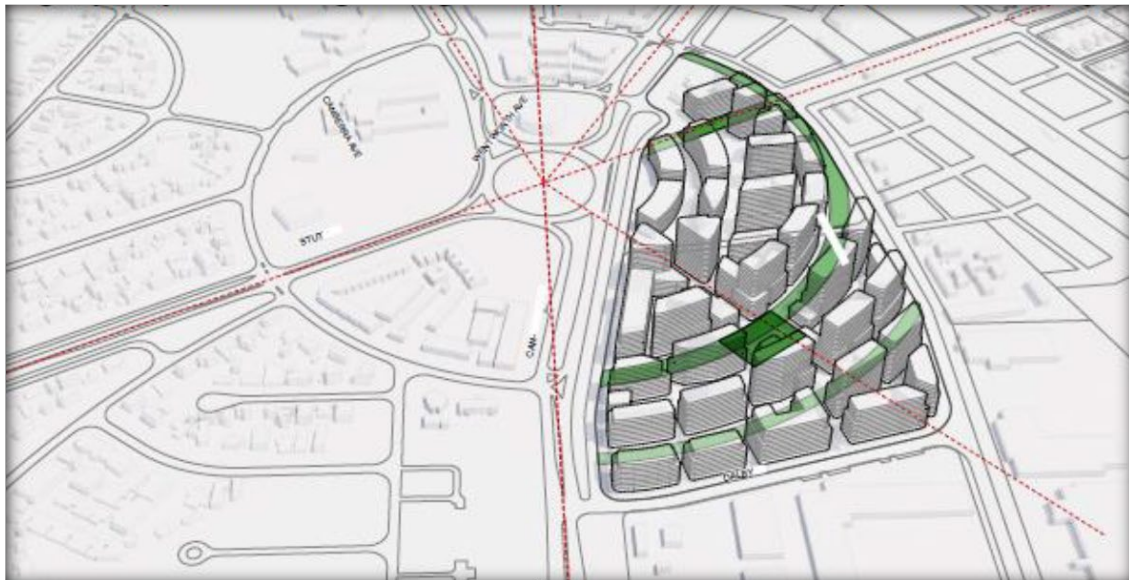
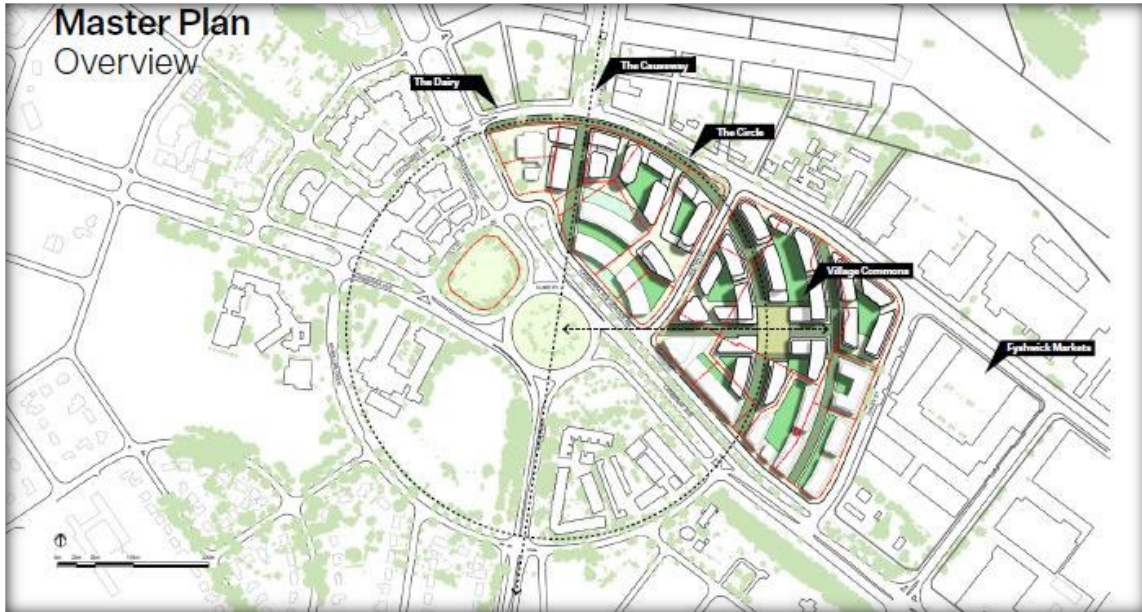
### Attachment B: City Services Preliminary design options for Hume Circle



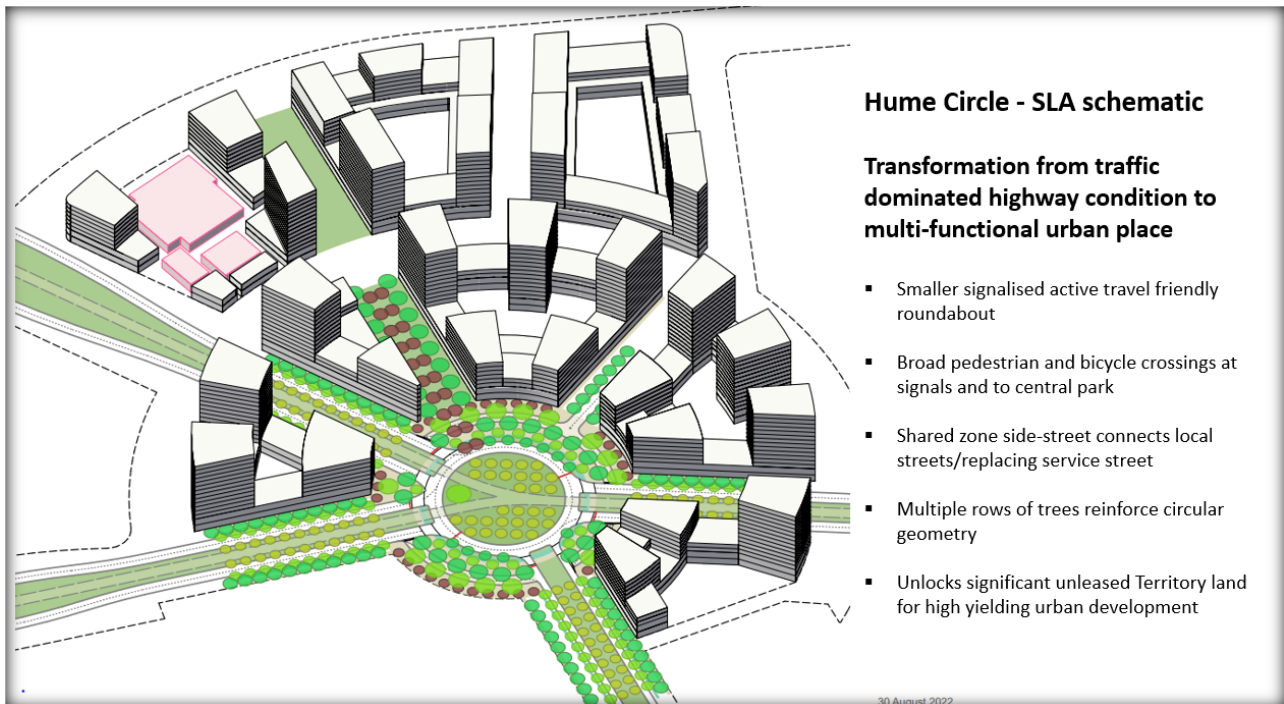
### Attachment C: Land Holdings S 26 Griffith S 6 Fyshwick



### Attachment D: JEGA Concept



### Attachment E: Indicative schematic of an integrated development approach (SLA)



Our ref: 25/0323091

Ms Karen Doran  
Chief Executive  
National Capital Authority  
[Karen.Doran@nca.gov.au](mailto:Karen.Doran@nca.gov.au)  
cc: Sch 2.2(a)(ii) [@nca.gov.au](mailto: @nca.gov.au)

Dear Ms Doran *Karen*

Thank you for your letter of 24 July 2025 about Section 6 Fyshwick and your proposal to establish a steering committee for planned development around Hume Circle.

As you are aware, the ACT Government released the [East Lake Place Plan](#) in early 2024. This plan identifies opportunities for renewal throughout the East Lake urban renewal precinct, including the area surrounding Hume Circle. During the planning process for East Lake, the City and Environment Directorate (CED) engaged with the National Capital Authority (NCA) and the Jega Consortium to explore potential development opportunities at Section 6 Fyshwick and Section 26 Griffith. These discussions have been productive in identifying and understanding the possibilities around Hume Circle.

In this context, I support a collaborative, precinct-based approach between the ACT Government and the NCA. I also endorse the establishment of a steering committee that includes representation from relevant areas across the ACT Government to guide the development process.

On 19 June 2024, I wrote to Mr John Gasson to outline the ACT Government's support to a precinct-based approach and outlined that a well-executed renewal around Hume Circle could assist in achieving shared objectives of the ACT and Commonwealth Governments respective housing targets. I also outlined that the ACT Government would work collaboratively with the NCA on this initiative.

I am confident that the establishment of a steering committee will provide the necessary governance framework for considerations around Hume Circle renewal and the Territory's ambitions for East Lake, safety improvements to the roads and active travel at Hume Circle and land owned by the various ACT Government entities.

**act.gov.au**

In the first instance, please contact Sam Engele, Deputy Director-General, CED at [Sam.Engele@act.gov.au](mailto:Sam.Engele@act.gov.au). Mr Engele will remain the primary contact for the NCA and will assist you with identifying the relevant ACT Government representatives.

Thank you once again for raising this matter. I trust this information is of assistance.

Yours sincerely



Chris Steel MLA  
Minister for Planning and Sustainable Development

13 August 2025

---

**From:** Akhter, Sanzida  
**Sent:** Tuesday, 26 August 2025 3:17 PM  
**To:** Thorman, Rob  
**Cc:** Gordon, Tom; Kandola, Shobaz; Riches, Ben  
**Subject:** RE: Hume Circle working group  
**Attachments:** Hume Circle Precinct Plan

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

OFFICIAL

Hi Rob,

Please see attached email that I shared with the Land Supply Exec Group including Tom.

We are proposing to utilise the existing governance structure we have for land supply and you and team will be included in that key group providing/shaping advice for the NCA led Steer Co reps.

Happy to meet further if/as needed.

Regards,  
Sanzida

---

**From:** Thorman, Rob <Rob.Thorman@act.gov.au>  
**Sent:** Tuesday, 26 August 2025 11:54 AM  
**To:** Akhter, Sanzida <Sanzida.Akhter@act.gov.au>  
**Cc:** Gordon, Tom <Tom.Gordon@act.gov.au>  
**Subject:** Hume Circle working group

OFFICIAL

Hi Sanzida

Sorry I wasn't able to be at the Roundtable meeting a few Fridays ago when Hume Circle and the proposed NCA Steering was discussed. Tom gave me a bit of an update and said that you would be involved in the internal ACT Government Working group that would advise ACT reps on the Steering Committee. Could we please make a time to discuss this, and if there is anything my team would be able to do to help in this process.

Look forward to catching up soon.

Rob

---

**From:** Francis, Ashleigh on behalf of Akhter, Sanzida  
**Sent:** Friday, 22 August 2025 3:57 PM  
**To:** Lee, Joey; Bunnett, Geoff; Hall, Elizabeth; Crowther, Michael; Bladin, Caitlin; Valler, Megan; Kerkow, Kyla; Morris, Ben; Barnett, Vanessa; Clapham, David; Pedersen, Andrew; O'Brien, Freya; Gordon, Tom; Blume, Kristin; Kandola, Shobaz  
**Cc:** Akhter, Sanzida; CED, HLS Land Supply; Guzman, Natalia; Engele, Sam; Humphreys, Ellis; Hai, Helen; Mundy, Graham  
**Subject:** Hume Circle Precinct Plan  
**Attachments:** SIGNED Response - Steel to Karen Doran (NCA) - 250323091.pdf

OFFICIAL

Dear Land Supply Executive Group Members

**RE: The NCA's proposed Hume Circle Precinct Plan**

On 24 July 2025, the National Capital Authority (NCA) wrote to the Minister for Planning and Sustainable Development requesting ACT Government representation on an NCA led Steering Committee to inform the development of a Hume Circle Precinct Plan. The Precinct Plan is intended to create the land around Hume Circle as Designated land under the National Capital Plan and outline the planning considerations to progress the planning and design of the Jega Consortium's proposal at Section 6 Fyshwick. On 13 August 2025, the Minister wrote to the NCA in support of establishing the Steering Committee, noting the various interests of the Territory for the land around Hume Circle. The Ministers response is attached for your information.

The City and Environment Directorate (CED) will represent the Territory on the Steering Committee at the Deputy Director-General level (Sam Engele and Bruce Fitzgerald) and include the ACT Government Architect. CED recognise the importance of taking a whole of Government view to inform the NCA's Steering Committee and this is proposed to be sought through the established Land Supply Executive Group (LSEG) and Land Supply Committee (LSC). More information will be provided at the upcoming LSEG and LSC meetings.

I look forward to further discussions about the NCA's Hume Circle Precinct Plan. Please don't hesitate to contact me if you have any questions.

Regards

Sanzida

**Sanzida Akhter | A/g Executive Group Manager – Development and Implementation**  
Phone: 02 6207 0224 | Mobile: Sch 2.2(a)(ii) | [sanzida.akhter@act.gov.au](mailto:sanzida.akhter@act.gov.au)  
City and Environment Directorate | ACT Government

---

**From:** Thorman, Rob  
**Sent:** Thursday, 11 September 2025 12:43 PM  
**To:** 'Sch 2.2(a)(ii) @nca.gov.au'  
**Subject:** east lake  
**Attachments:** FINAL LSEG paper\_East Lake (A57104020).docx; Hume Circle workshop 4 July 25.pdf

Hi Sch 2.2(a)(ii)

Great catching up today. As discussed here is the paper I will be presenting at the land Supply Executive Group next Tuesday. I'd be interested in your feedback. At this point the paper has no status so please treat it as confidential.

I've also attached the powerpoint presentation we used at the interagency workshop in July (I'll update / compress this for the Tuesday meeting).

Look forward to catching up soon.

Rob

**Meeting Date:** 16/09/2025  
**Meeting No:** Number, Year (e.g 1/2024)  
**Agenda Item No:** Number (e.g. 1.1)  
**Agenda Item:** Railway Precinct / East Lake update  
**Directorate:** Suburban Land Agency  
**Presented by:** Rob Thorman, Title  
**Previous Meeting and Agenda Item No:** Meeting No. xxx, Item xxx (Month Year) (Delete if not applicable)  
**Action required:** Endorsement

**It is recommended the Land Supply Executive Group (Group):**

- Note current developments in the Major Plan Amendment process for East Lake and the requirement for a coordinated ACT Government planning approach in the area around Hume Circle. This will help to inform ACT Government representatives on the National Capital Authority (NCA) steering committee.
- Agree that the Territory should propose an integrated development approach across East Lake, the Railway precinct and Hume Circle
- Agree to regular comprehensive briefings to, and by the ACT Government representatives on the NCA steering committee on relevant interface issues

**Background:**

1. The East Lake Place Plan was published by the former ESPDD in 2024 following significant public consultation. Key elements of the Place Plan include:
  - Building a new railway station slightly to the east of the current station as part of a multi-modal transport hub within a vibrant mixed use commercial precinct.
  - More intensive mixed use development around Hume Circle, including residential uses.
  - Retaining industrial and employment uses around the markets and CIT.
  - A compact school site on former railway lands.
2. Under the 2024 Administrative Arrangements the Chief Minister is responsible for a number of Urban Renewal sites that are now being progressed by SLA. This includes the Canberra Railway Precinct that sits within East Lake.
3. SLA is supporting the Territory Plan and Coordination area of CED to progress a Major Plan Amendment (MPA) which would facilitate development consistent with the East Lake Place Plan. This has included seeking input from ACT Government Agencies and the NCA. Critical issues raised by Agencies include:
  - A need for updated traffic modelling and the consequential augmentation of infrastructure.
  - The future needs for a school and community facilities being adequate to cater for the potential mixed-use development around the Rail Precinct and Hume Circle.

- Retention of industrial and employment lands and a transition between industrial and residential uses.
  - Building heights, bulk and scale along main approach routes.
  - Integration of an upgraded railway station with buses and future light rail.
4. It is important to note that these comments are based on lower residential yields contemplated in the East Lake Place Plan and prior to significant uplifts in residential yields that have since been proposed (see Paragraph 13-14). SLA is currently liaising with Agencies that provided commentary as part of the initial MPA circulation process and will be preparing an updated Supporting Report to support the MPA.
  5. There are currently multiple planning and transport issues across East Lake and specifically surrounding Hume Circle, within the area shown in the map at [Attachment A](#). An interagency workshop was held on July 4, 2025, to address these issues, and an integrated urban design approach was proposed to ensure a coordinated outcome.
  6. On 13 August 2025 Minister Steel, Minister for Planning and Sustainable Development and Minister for Transport, responded to a letter from NCA Chief Executive Karen Doran proposing that the NCA take a lead role on the Hume Circle precinct. This would mean the precinct would be brought into the planning remit of the NCA by designating it under the National Capital Plan (NCP).
  7. The Minister's letter supports a collaborative precinct-based approach between the ACT Government and the NCA and endorses the establishment of a steering committee that includes representation from relevant areas across the ACT Government to guide the development process.
  8. The City and Environment Directorate (CED) has advised this Committee (LSEG) that CED will represent the Territory on the Steering Committee. The LSEG and the Land Supply Committee (LSC) will play a key role to ensure a whole of Government view informs the NCA's Steering Committee.

**Issues:**

9. The road intersection at Hume Circle has been identified as requiring safety improvements and Commonwealth funding is available to address this issue. The City Services area of City and Environment Directorate (CED) has assessed several possible options to improve safety and has undertaken traffic modelling. Two preferred options are shown at [Attachment B](#).
10. Apart from traffic safety, the current condition is unsafe for pedestrians and cyclists and creates a barrier between the suburbs of Kingston, Fyshwick, Griffith, and Narrabundah which have considerable potential for urban renewal.
11. The Inner South District Strategy 2023 identifies the area around Hume Circle as a potential active travel route. The District Strategy also highlights the significance of nearby industrial and service trades area including Fyshwick Markets. Nested within the District Strategy is the area covered by the East Lake Place Plan which abuts Hume Circle and is identified as an area where change may occur within 0-5 years.
12. The NCA has an interest in Hume Circle and surrounds due to the association with key elements of the Griffin Plan including the Causeway axis, Hume Circle and Canberra Avenue as a main avenue and approach route to the capital. NCA wants to ensure that future development in the area aligns with the NCP to reflect key elements identified in the Griffin Legacy. This approach includes major road and municipal infrastructure as well as potential developable land held by the Territory within the area around Hume Circle.

13. JEGA is a consortium of developers, and together with DOMA Group, is proposing to develop an urban mixed-use project within the south-eastern area of the East Lake Place Plan where it has significant land holdings within Section 26 Griffith and Section 6 Fyshwick. The proposal is bound by Mildura Street, Wentworth Avenue, Canberra Avenue and Dalby Street on the east adjacent to Fyshwick Markets. The land holdings are shown at [Attachment C](#). JEGA's concept extends to all land within these two Sections, including Government and other privately leased land. The proposal includes predominantly residential buildings up to 15 storeys covering the two sections and reflects key elements of the earlier Griffin design geometry for Hume Circle.
14. Around 2,500 dwellings are proposed on JEGA's current holdings with 4,000 dwellings in total contemplated on Sections 26 and 6 in the JEGA concept. Indicative layout at [Attachment D](#).
15. While the JEGA proposal aligns with the ACT Government objectives for housing in a prime infill location, there are a number of matters for consideration with the proposal in its current form, including in relation to the wider East Lake and Railway Station precinct:
  - Additional traffic modelling has been requested for East Lake, prior to the consideration of the JEGA proposal, and this work should be integrated with traffic modelling for potential Hume Circle options. The SLA and City Services area of CED are collaborating on updating modelling to include a range of possible scenarios and assessment of impacts of the transport network.
  - The consideration of safety and active travel.
  - The opportunity to create a vibrant urban place and unlock underutilised developable land surrounding the circle. To this point, it is important that the ACT Government with NCA develop a wider integrated transport and urban design framework within which the area covered by the JEGA proposal sits.
  - It assumes that any required community facilities such as schools and sports and recreational facilities would be provided outside the proposed development area by the ACT Government.
  - The broader integration with surrounding uses should be informed by strategic and more detailed planning, particularly the interface issues with the industrial area which are valued in the District Strategy and East Lake Place Plan.
  - Furthermore, it is likely that any required upgrades of the road network and infrastructure in and around Hume Circle, triggered by the JEGA proposal and other potential developments, will require significant improvements to be undertaken by the Territory and contemplated in future budgets.
16. A Hume Circle workshop held on Friday 4 July 2025 with the relevant ACT Government Agencies discussed developing a coordinated ACT Government approach to the various matters being considered across Agencies. This would provide the basis for briefing Ministers and for discussions with the NCA. The ACT Government and NCA would then work together to liaise with developers to ensure a coordinated outcome.
17. As noted in paragraph 7, the LSEG and the Land Supply Committee (LSC) will play a key role to ensure a whole of Government view informs the NCA's Steering Committee.

**Financial/budget implications:**

18. Commonwealth funding of up to \$20 million has been identified to assist in resolving traffic safety management issues at Hume Circle.

19. An integrated design approach, example at Attachment E, would result in more efficient land use and the potential for additional development areas which could assist in funding public domain improvements and road and traffic management.
20. As part of the broader East Lake / Railway Precinct project SLA would be able to assist in a joint Planning and Urban Design study with CED and NCA.
21. Beyond the potential lease variation charges and without developer contributions for provision of community facilities and supporting infrastructure, the Territory will need to consider provisioning land, funding, and delivery of infrastructure to meet these future needs.

### **Strategic risks: (non-financial implications and others)**

#### 22. Cross-Directorate relevance:

- There are significant benefits in realising many of the objectives outlined in previous planning documents, and in delivering on the Governments housing objectives.
- There are considerable commercial interests in the area that will require a coordinated a timely response.
- There may be potential tensions between maintaining commercial and industrial uses in the area, with proposed residential development.
- There will be considerable community interest in the area, some community groups may be concerned at the level of development proposed.
- The increase in population as proposed will require additional services and infrastructure in and around the precinct, such as transport, education and community services. Consideration of funding and cost sharing is required.

#### 23. Legislative relevance:

- A Major Plan Amendment is being progressed under the Territory Plan
- A designated area is proposed for the area around Hume Circle under the National Capital Plan

### **Communications: *(include all consultation in relation to this matter or anything relevant)***

#### 24. Cross Directorate

The previous cross-directorate workshop involved consultation with:

- CED representatives from the following areas: City Services, Development and Implementation, Territory Plan and Coordination, Strategic Projects, Strategic Planning and Policy, Surveyor General.
- SLA
- CMTEDD Regional Infrastructure Planning and Transport.

#### External

- JEGA
- NCA
- Considerable community consultation on the District Strategy and East Lake Place Plan has informed planning.

25. There will be considerable community and media interest in the area and a cross-agency communications plan will be required.

**Next steps:**

- 26. Ongoing Agency consultation and collaboration as part of the Major Plan Amendment process, including traffic modelling, liaison with Education Directorate, and with CED on Employment Lands.
- 27. A proposed joint Planning and Design Study with NCA, CED and SLA.
- 28. Establish regular updates between LSEG and LSG and representatives on the NCA Steering Committee. The Land Supply Working Group can be utilised to support and coordinate relevant matters for consideration by LSEG and LSC.

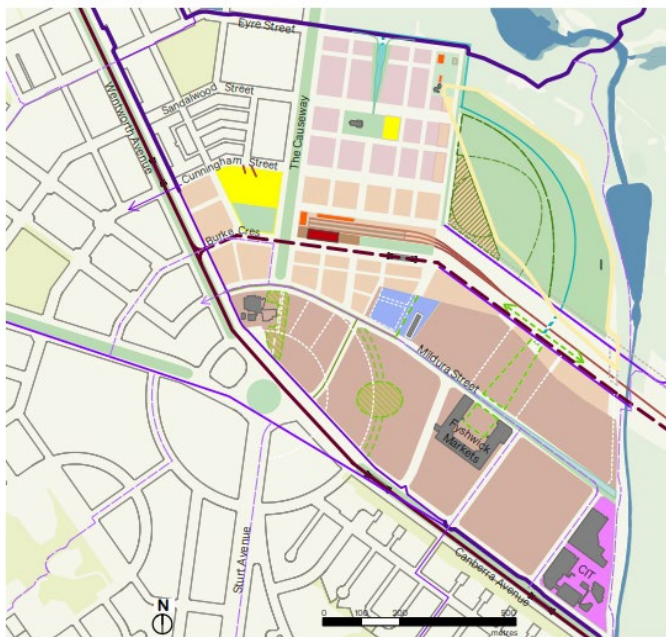
**Attachments:**

Attachment	Title
Attachment A	Map of East Lake Place Plan
Attachment B	Hume Circle traffic options
Attachment C	Landholdings Section 26 Griffith and Section 6 Fyshwick
Attachment D	JEGA Proposal
Attachment E	Example of an integrated development approach

### Attachment A: East Lake Place Plan showing Hume Circle and surrounds

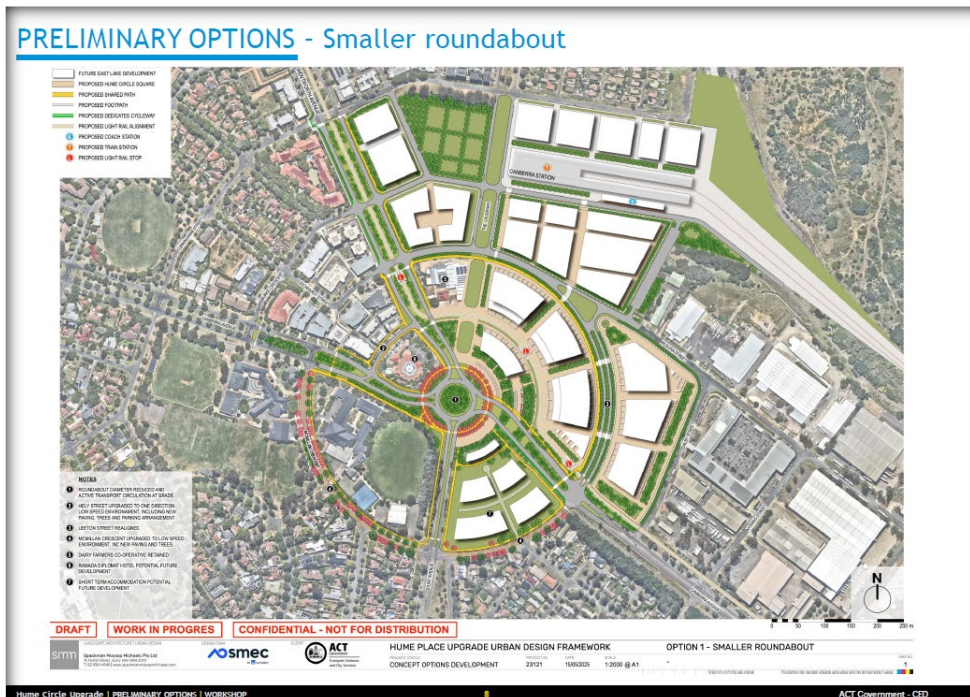
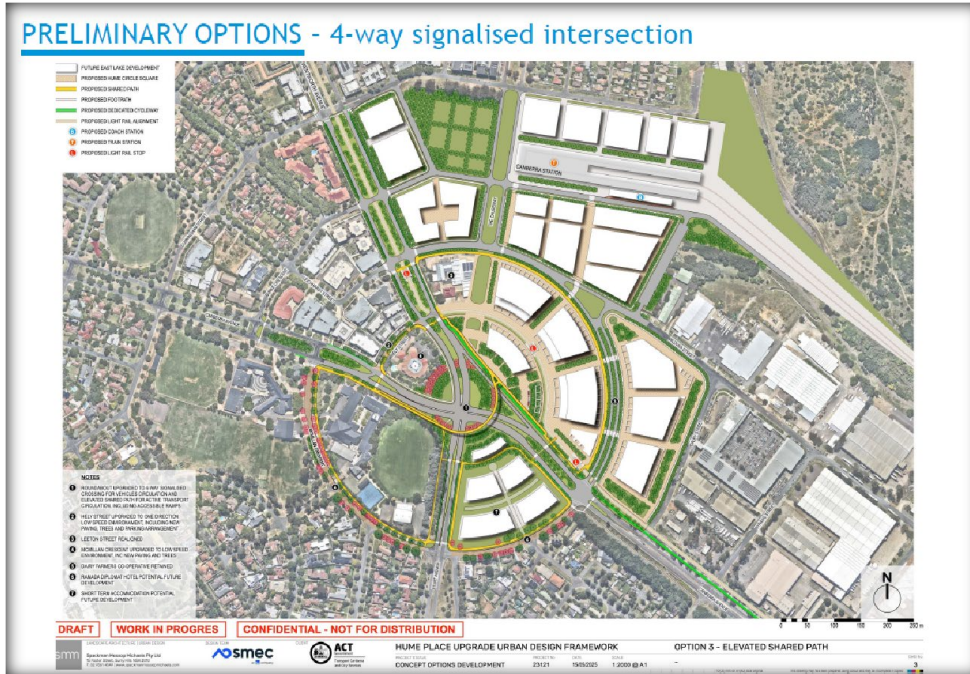


#### Urban Design Concept Overview

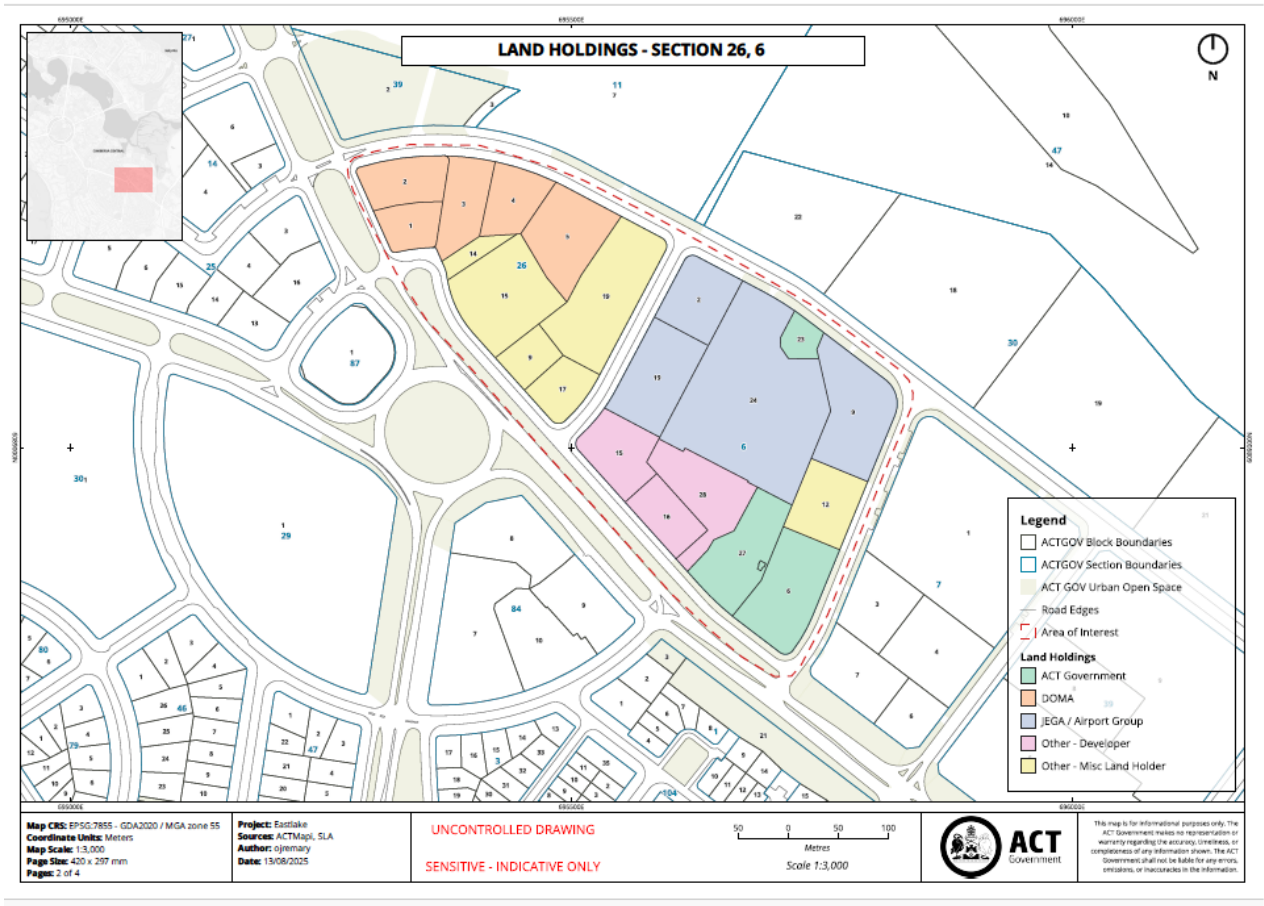


- Community Facilities**
- Public building - Transport hub
  - Cultural/Community - Rail Museum, heritage, Wetland Visitor & Cultural centre
  - Education - early childhood and care; primary K-6
  - Education - QT - future innovation precinct
  - Community uses and associated spaces, supporting services. Further consultation with leaseholders is required.

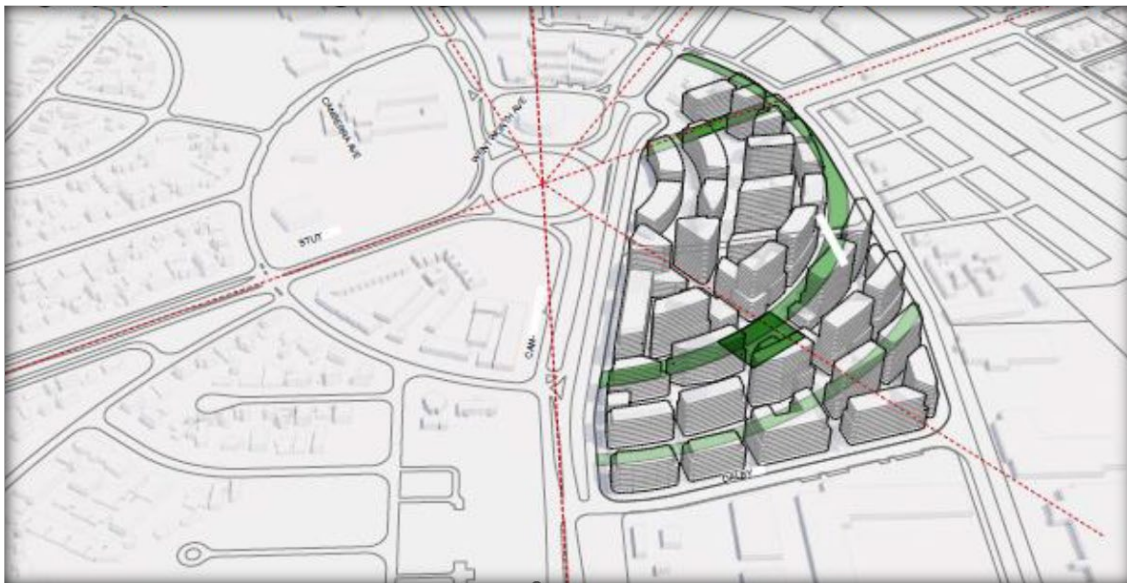
### Attachment B: City Services Preliminary design options for Hume Circle



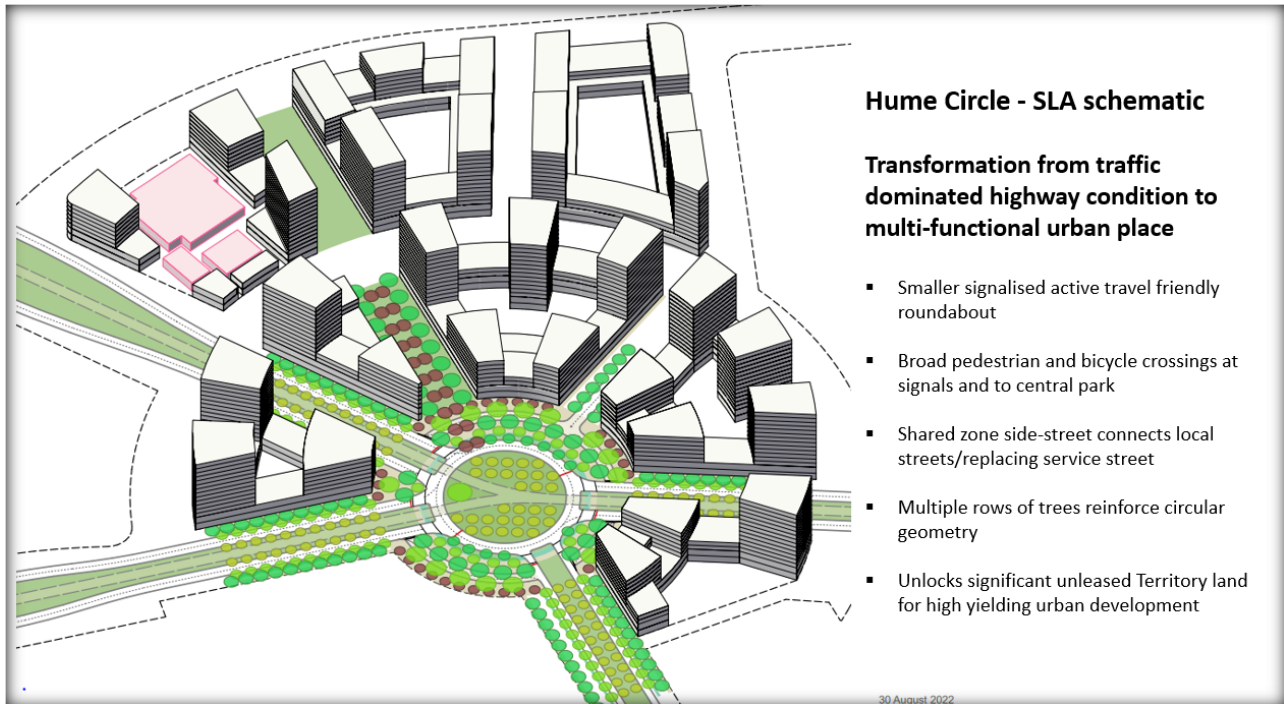
### Attachment C: Land Holdings S 26 Griffith S 6 Fyshwick



**Attachment D: JEGA Concept**



## Attachment E: Indicative schematic of an integrated development approach (SLA)





**ACT**  
Government

**Suburban Land**  
Agency

Creating great places where communities thrive

---

# Hume Circle Workshop

4<sup>th</sup> July 2025

---

We wish to acknowledge the Ngunnawal people as traditional custodians of the land we are meeting on and recognise any other people or families with connection to the lands of the ACT and region. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region. We would also like to acknowledge and welcome other Aboriginal and Torres Strait Islander people who may be attending today's event.



# Workshop purpose

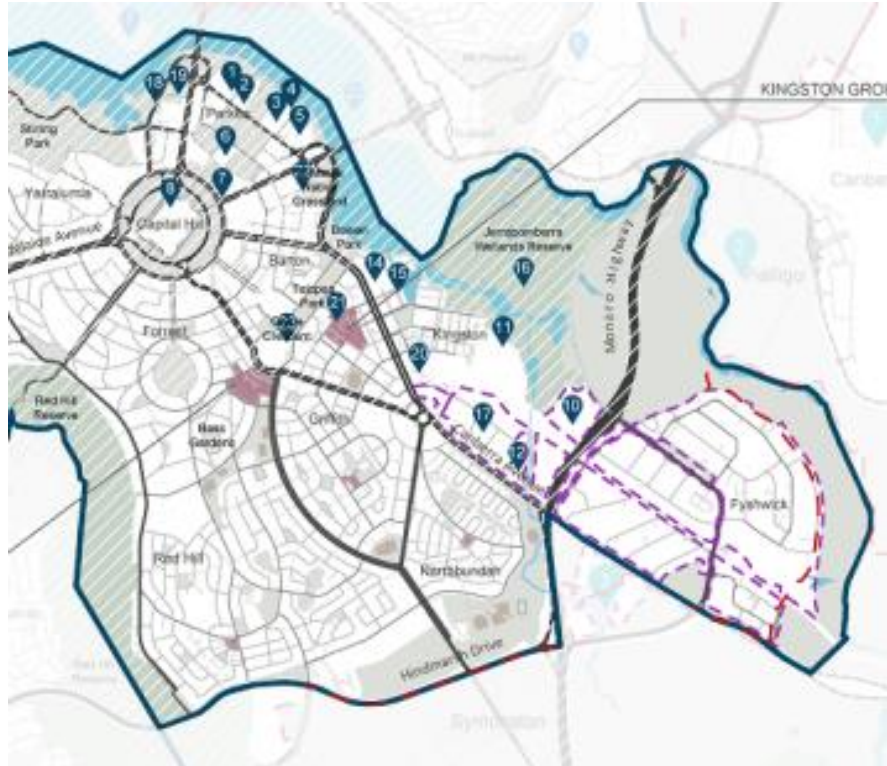
To help develop a shared ACT Government approach to developments around Hume Circle <sup>AD</sup>

## Draft Agenda

- Planning context District Strategy, East Lake Place Plan      EPSDD
- Hume Circle options      TCCS
- Integrated urban development approach      SLA
- Jega and other development proposals      EPSDD
- NCA liaison and possible Designated Area      All
- Urban Renewal Precinct spatial definition      All
- ACT Government agency roles and responsibilities

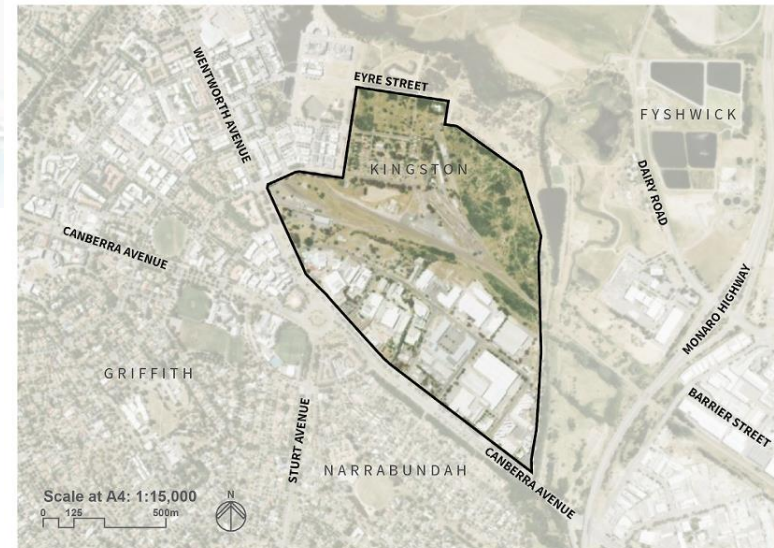
# Planning context

- Inner South District Strategy 2023
- East Lake Place Plan 2024



Key Site 4: East Lake – Category 1  
Key site 4 includes East Lake (Figure 21).

**Figure 21:** East Lake

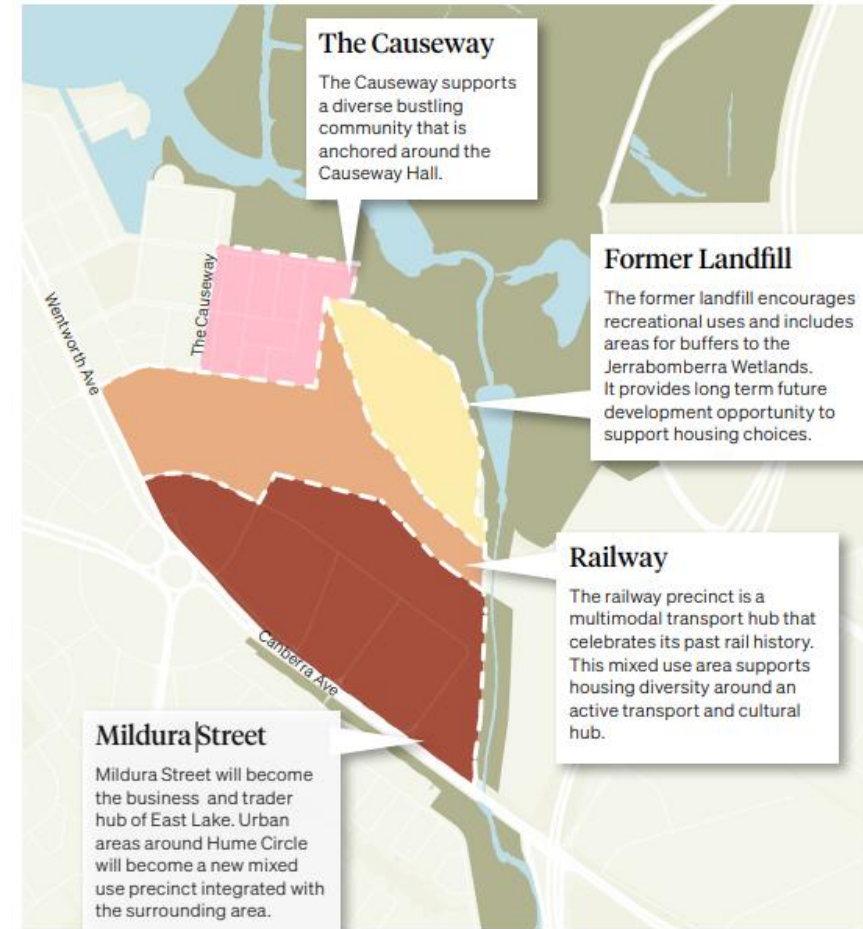


# East Lake Place Plan Place Holder



**Figure 3: East Lake subject area**  
Source: Tait Network - East Lake Place Plan (2023)

## Character Areas of Future East Lake



# The East Lake Place Plan 2024

- Award winning - PIA
- Railway station moved to the east
- Allows for commercial mixed use around Hume Circle and new Railway Station
- Retains industrial / employment uses around the markets and CIT
- Compact School site
- Landfill site developed as open space

Urban Design Concept Overview



**Community Facilities**

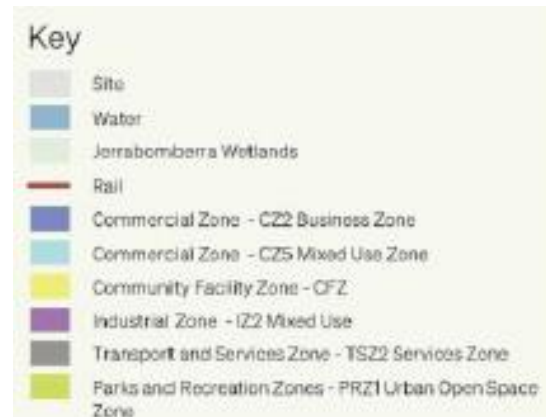
- Public building - Transport hub
- Cultural/Community - Rail Museum, heritage, Wetland Visitor & Cultural centre
- Education - early childhood and care; primary K-6
- Education - CIT - future innovation precinct
- Community uses and associated spaces, supporting services. Further consultation with leaseholders is required.

# Proposed land use zones

- Major Plan Amendment - SLA working with EPSDD
- Minimum 21 month process (~2027)
- Currently responding to Agency comments on Supporting Report prior to MPA

## 4.1 Land Use Zones

The following land use zones are proposed:



# Key agency comments

## Mildura Street Area

- Protecting industrial / employment lands and robust justification of zoning change
- Separation from emissions and noise/clearance zones
- Transition of mixed use to industrial and buffer to minimise conflicting use
- Further studies about employment land within East Lake

## General

- Heights, bulk and scale / shadowing including main approach routes
- School site and community facilities not be adequate given potential population
- TCCS request an updated Traffic and Movement Assessment



# TCCS Options Placeholder

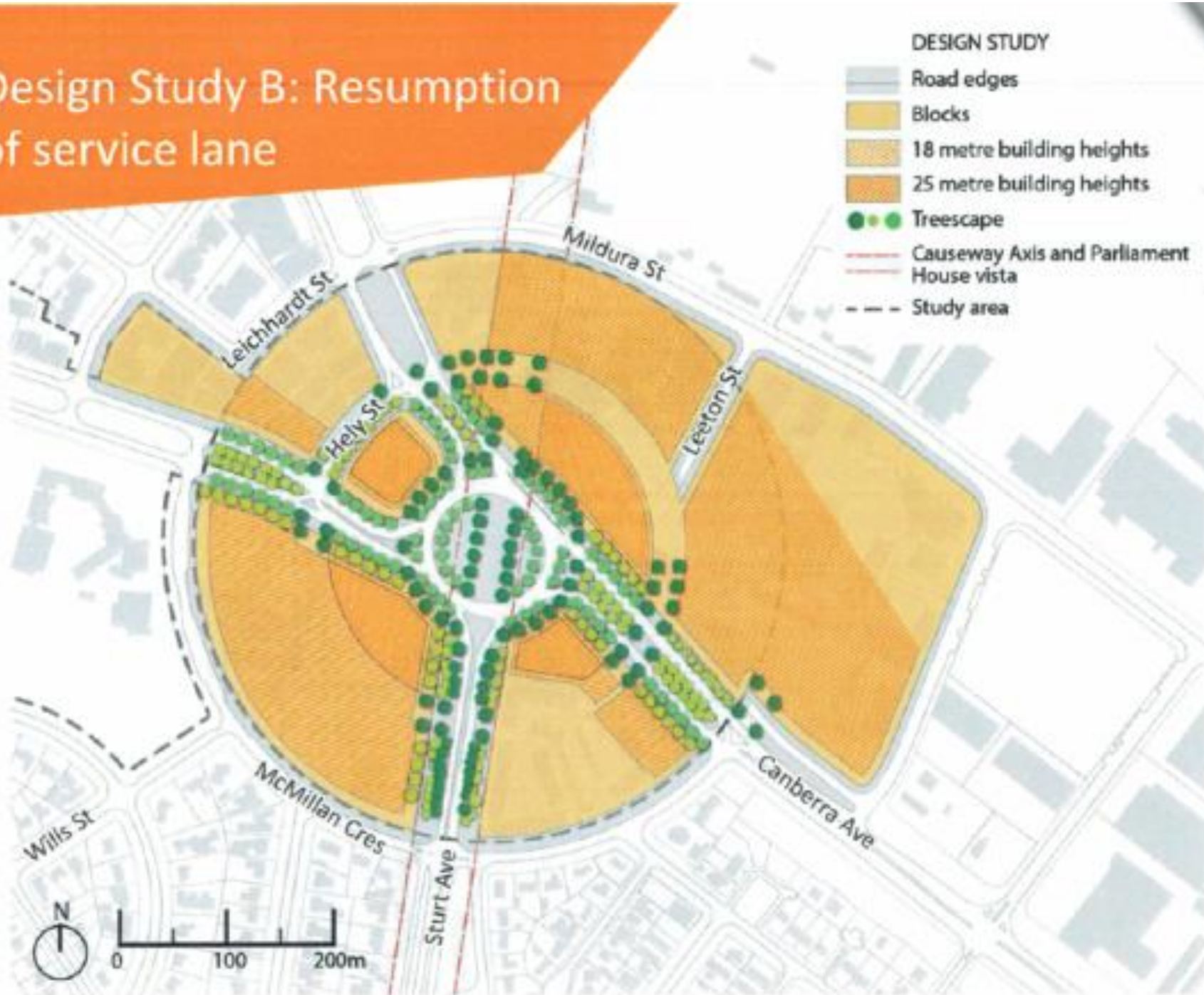


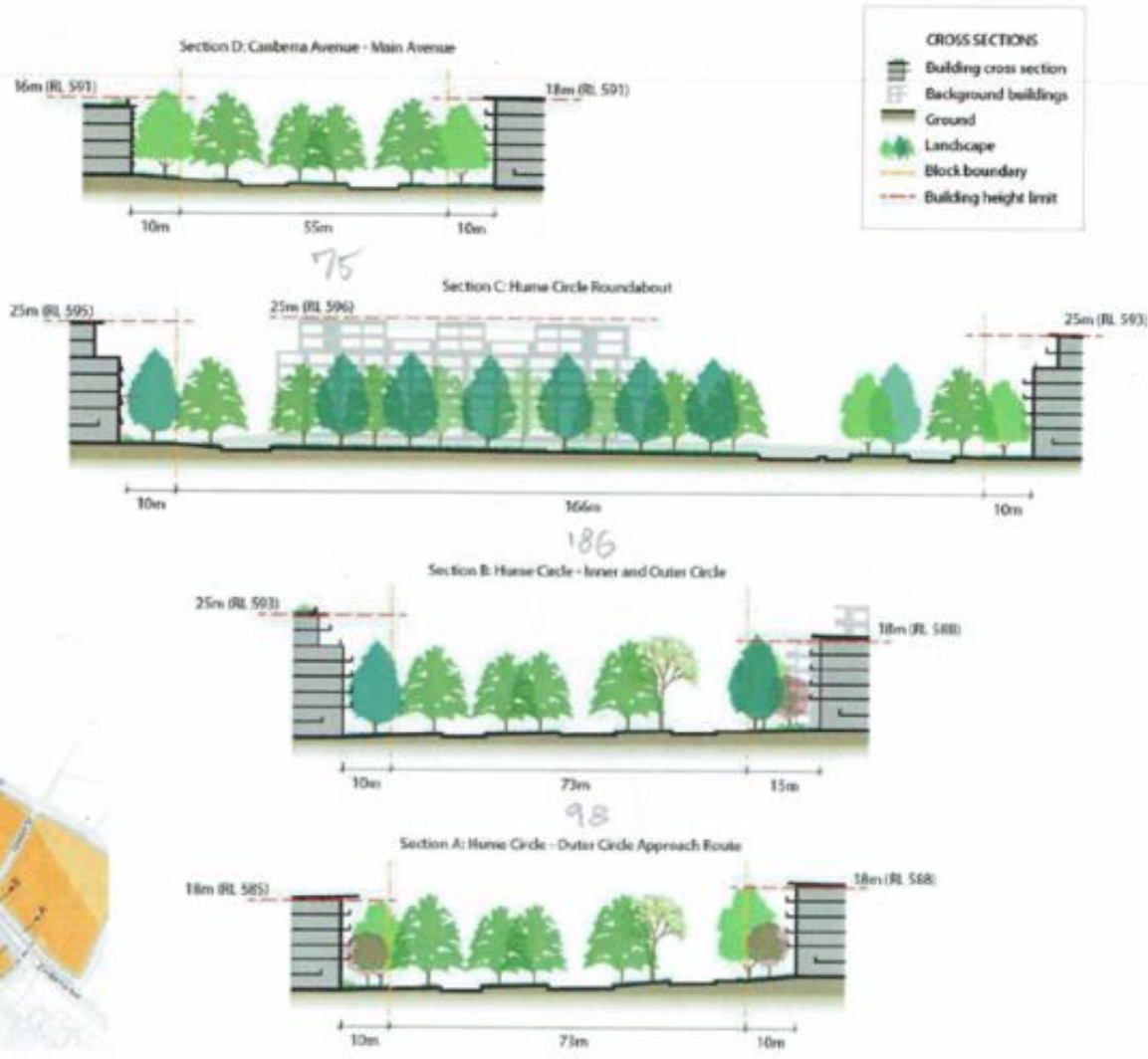
# NCA – Griffin Legacy Urban improvement areas



# Design Study B: Resumption of service lane

## NCA Design study





25



93



# Signalised roundabout

## Active travel friendly



# 01

## STRATEGY



STREET RESERVE

URBAN BLOCKS

BLOCKS RETURNED TO STREET  
= 2.043ha

STREET RETURNED TO BLOCKS  
= 1.677ha



30 August 2022

1:10,000 @ A3



# 05 STRATEGY



■ BLOCKS RETURNED TO STREET  
= 1.498ha

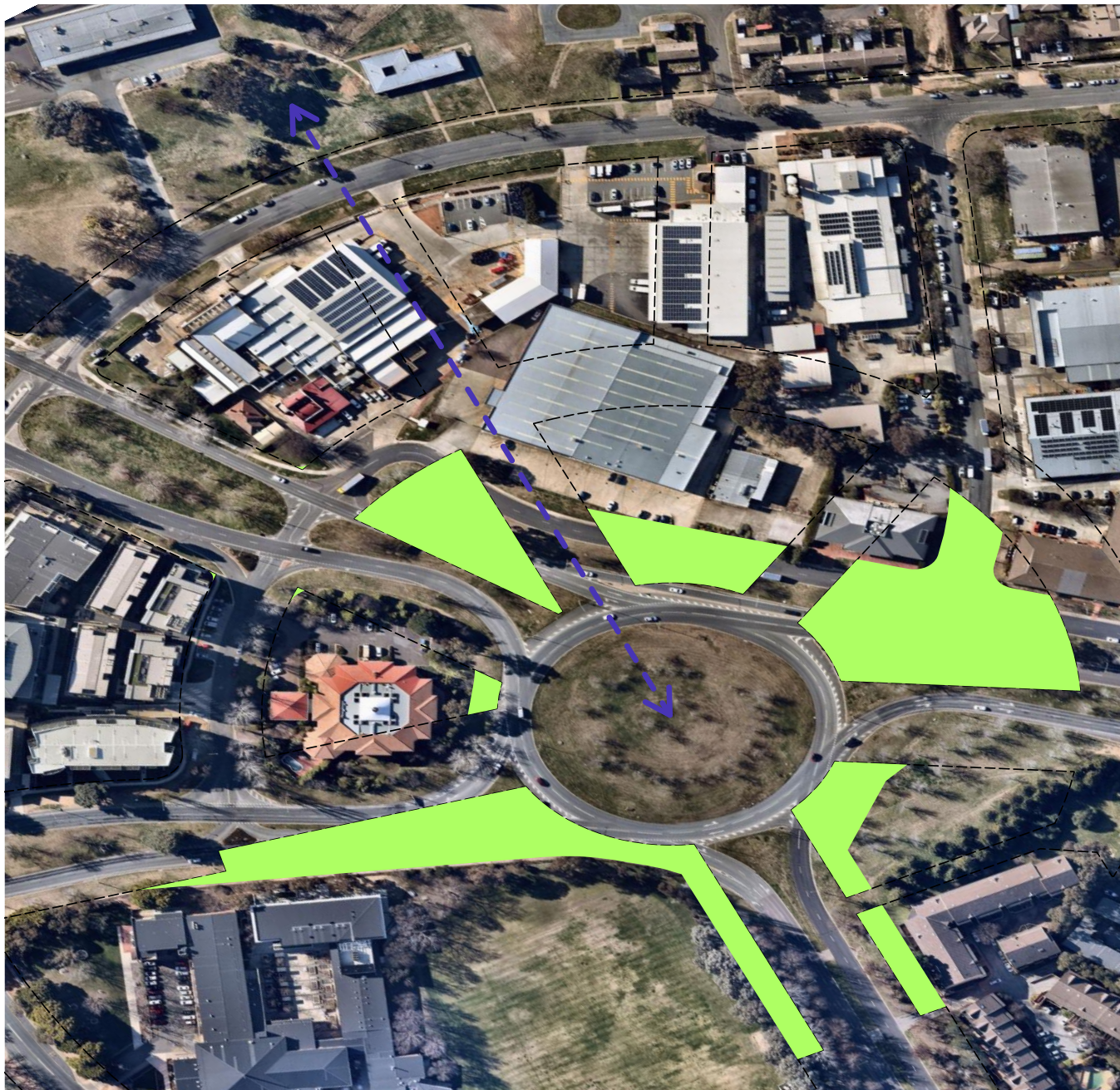
30 August 2022

NTS @ A3



# 06

## STRATEGY



■ STREET RETURNED TO BLOCKS  
= 1.857ha

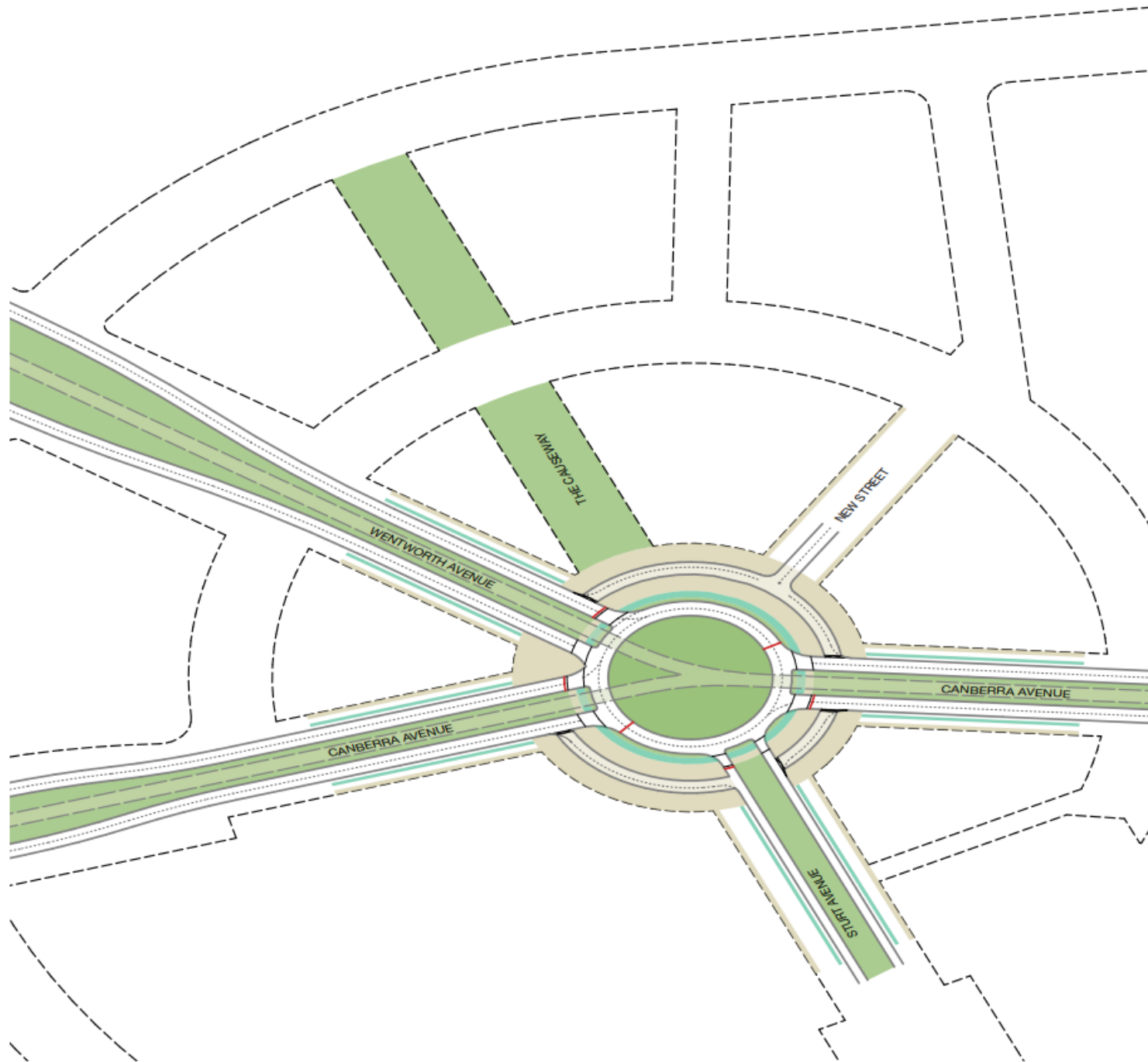
30 August 2022

NTS @ A3



# 07

## LAYOUT

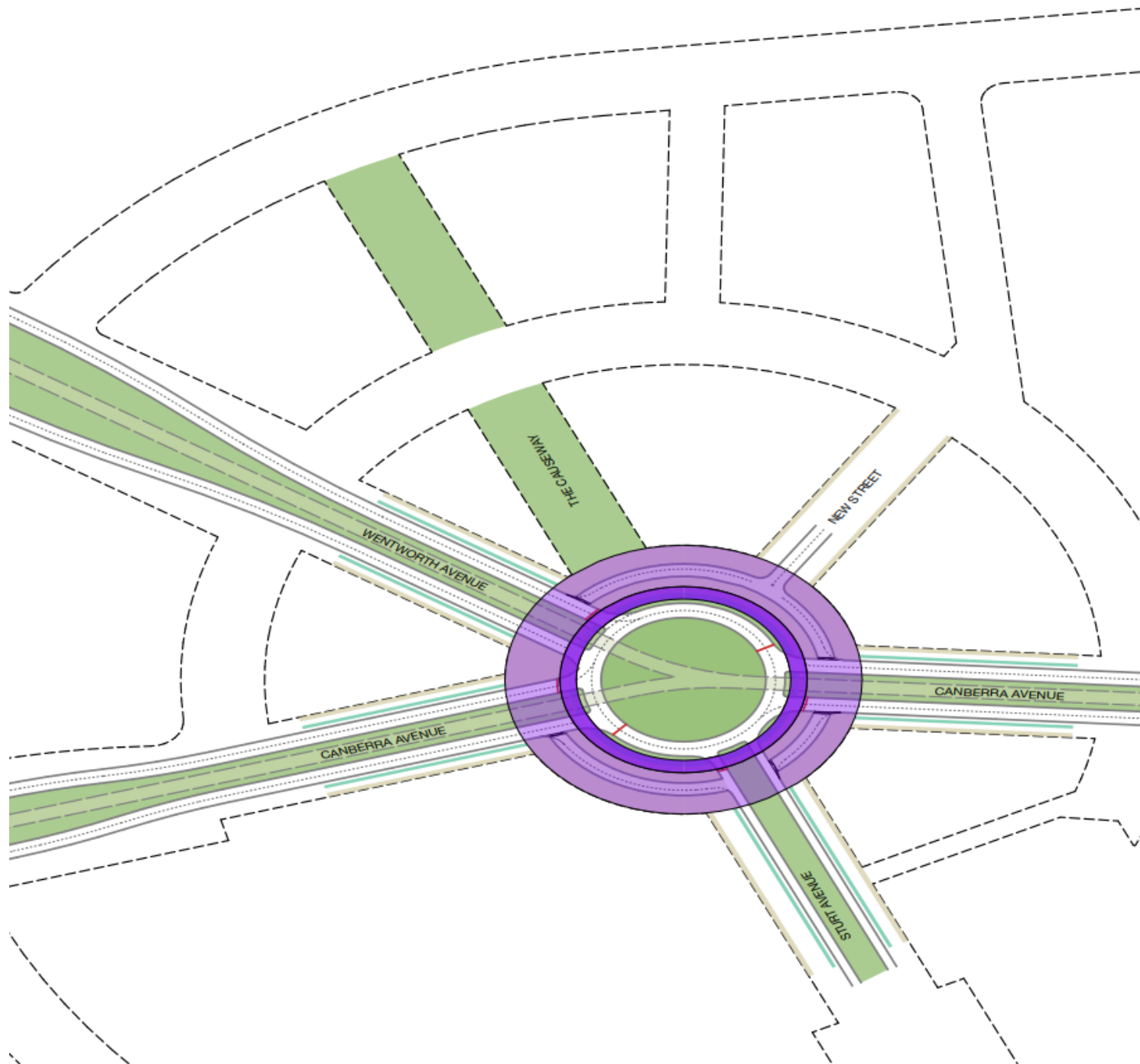


30 August 2022

NTS @ A3



## LAYOUT



- CORE CROSSING ZONE
- SLOW MOVEMENT ZONE

30 August 2022

NTS @ A3



11

BUILT FORM  
@ 2-8 STOREYS



30 August 2022

NTS @ A3

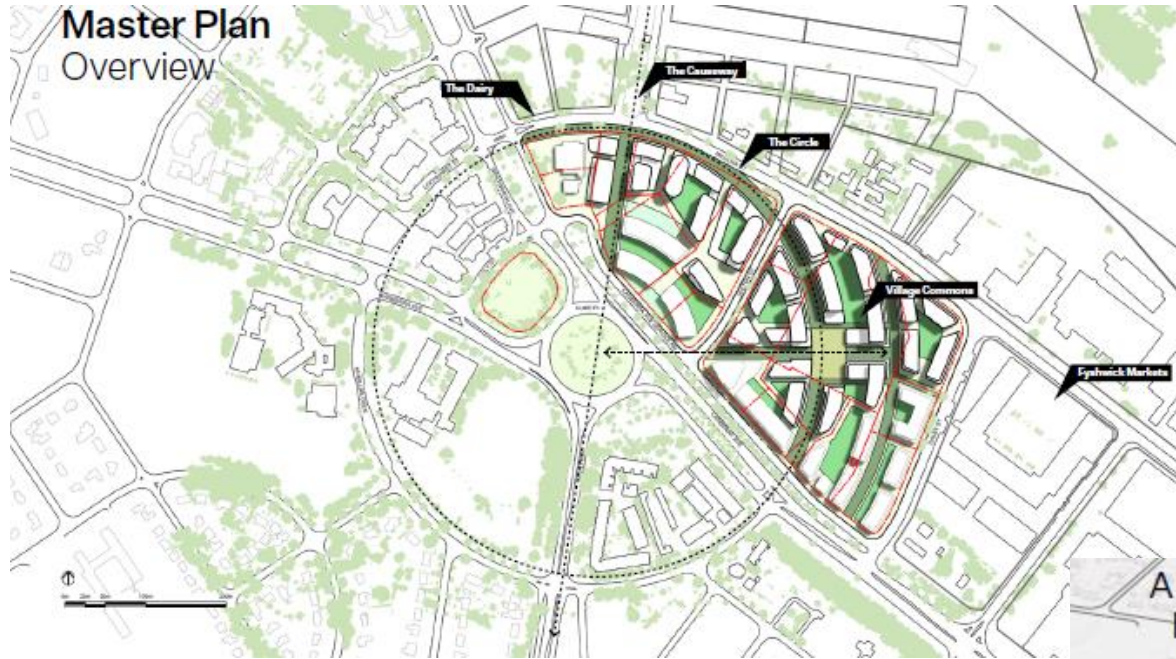


## BUILT FORM @ 2-15 STOREYS



30 August 2022

NTS @ A3



## Jega proposal

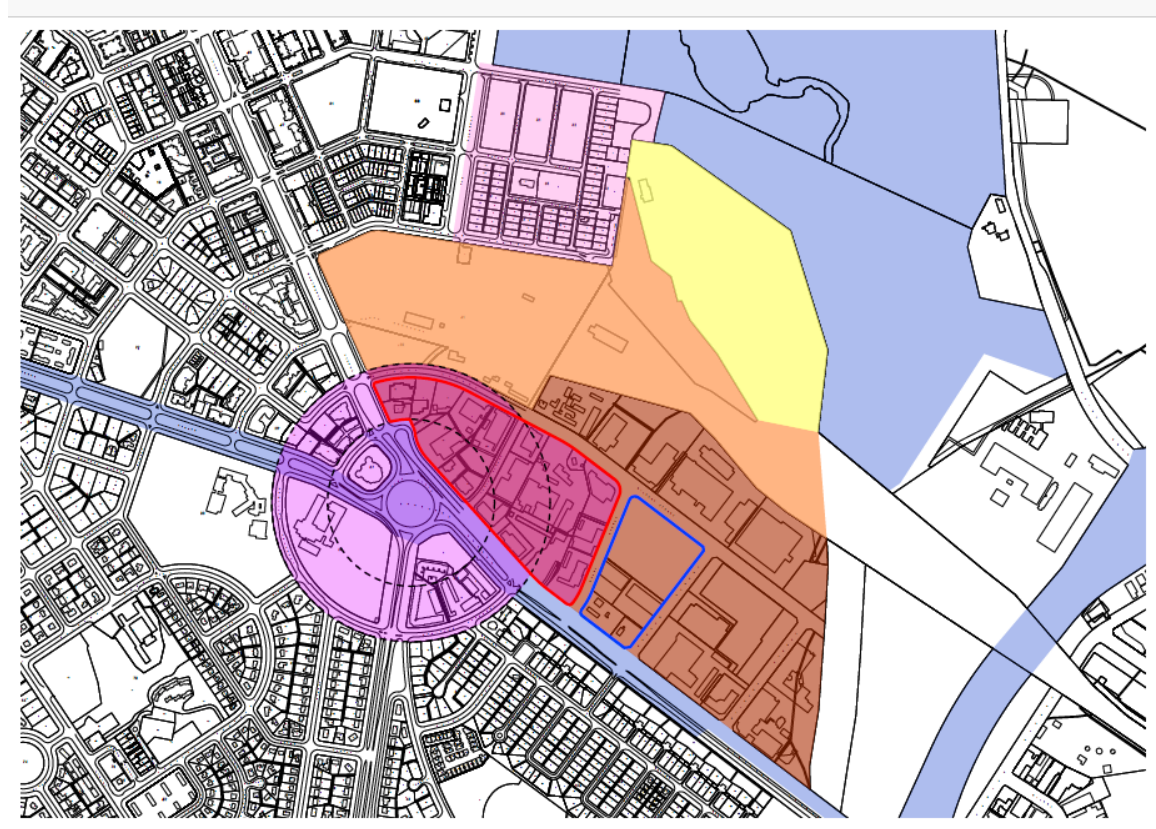
- 15 stories over most of the area
- 12 stories fronting the markets
- 8 stories closest to Hume Circle
- 2,500 dwellings in Jega proposal



## NCA liaison and possible designated area



Figure 6: Canberra and Environs (ACTmap). Burley Griffith Plan. Subject area intersected by the railway (red line with black dash). The extent of the Lakes is



Potentially 6,000 dwellings within a new designated area around Hume Circle ?

#### 4.1 Land Use Zones

The following land use zones are proposed:



## Matters for consideration

- Does not resolve Hume Circle issue:
  - Safety
  - Potential as an urban place
- Assumes required community facilities (schools, playgrounds, sport and recreation) will be provided outside the private development area
- Does not address interface issues with industrial areas that are valued in the District Strategy and Place Plan

# Discussion

- Urban renewal spatial definition
- ACT Government agency roles and responsibilities
- Next steps



Di

Creating great places where communities thrive

---



**ACT**  
Government

**Suburban Land**  
Agency

---

**From:** Sch 2.2(a)(ii) @nca.gov.au>  
**Sent:** Thursday, 9 October 2025 8:10 AM  
**To:** EPSDDExecutiveOffice  
**Cc:** Sch 2.2(a)(ii)  
**Subject:** RE: Hume Circle Steering Committee [SEC=OFFICIAL]

**Caution:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

**OFFICIAL**

Thanks Kate

All locked in, thanks for your assistance.

Kind regards Sch 2.2(a)(ii)

**OFFICIAL**

---

**From:** EPSDDExecutiveOffice  
**Sent:** Wednesday, 8 October 2025 5:51 PM  
**To:** Sch 2.2(a)(ii) ; EPSDDExecutiveOffice  
**Cc:** Sch 2.2(a)(ii)  
**Subject:** RE: Hume Circle Steering Committee [SEC=OFFICIAL]

**OFFICIAL**

Hi Sch 2.2(a)(ii)

Both Bruce and Sam are available Tuesday 21 October, 4-5pm.

Can we lock this in please? Ill pop in a placeholder for now.

Thank you!

Kind regards,

**Kate Meehan**

**Executive Support Officer to Deputy Director-General, Sam Engele**

City and Environment Directorate | ACT Government

480 Northbourne Avenue Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601

[www.environment.act.gov.au](http://www.environment.act.gov.au) | [www.planning.act.gov.au](http://www.planning.act.gov.au)

*I acknowledge the Ngunnawal people as traditional custodians of the land we are meeting on and recognise any other people or families with connection to the lands of the ACT and region.*

*I acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.*

---

**From:** Sch 2.2(a)(ii) <[redacted]@nca.gov.au>

**Sent:** Wednesday, 8 October 2025 10:40 AM

**To:** EPSDDExecutiveOffice <EPSDDExecutiveOffice@act.gov.au>; Meehan, Kate <Kate.Meehan@act.gov.au>

**Cc:** Sch 2.2(a)(ii) <[redacted]@nca.gov.au>

**Subject:** FW: Hume Circle Steering Committee [SEC=OFFICIAL]

**Caution:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

**OFFICIAL**

Good morning Kate

As per below, can you assist me in organising this meeting.

Please advise if any of the below dates/times work for Sam and Bruce. I'll set up the calendar appointment for a meeting at the NCA office. The two options highlighted during the week of 20 October probably suit us best. Sch 2.2(a)(ii) <[redacted]>

Suggested available times for NCA are:

Tuesday 14 October any time between 9am and 12pm

Wednesday 15 October 1pm to 2pm, 3.30 to 4.30pm

Tuesday 21 October 11.30am to 3pm or 4pm to 5pm

Friday 24 October 9am to 10am or 11am to 12pm

Attendees will be:

Karen Doran, Chief Executive  
Andrew Smith, Chief Planner  
Sam Engele, Deputy Director-General  
Bruce Fitzgerald

Kind regards Sch 2.2(a)(ii)

Sch 2.2(a)(ii) | Executive Officer to Karen Doran PSM, Chief Executive & Hamid Heydarian, Chief Operating Officer  
National Capital Authority

 Sch 2.2(a)(ii)

**National Capital Authority** | Treasury Building, King Edward Terrace, PARKES ACT 2600  
GPO Box 373, CANBERRA ACT 2601 | ; [www.nca.gov.au](http://www.nca.gov.au) | Twitter: @NCA\_Media

 Please consider our environmental footprint before printing this e-mail

*Our work is on the land of the Ngunnawal people, Ngunnawal Country*



**OFFICIAL**

---

**From:** Engele, Sam <[Sam.Engele@act.gov.au](mailto:Sam.Engele@act.gov.au)>

**Sent:** Tuesday, 7 October 2025 3:22 PM

**To:** Karen Doran <[Karen.Doran@nca.gov.au](mailto:Karen.Doran@nca.gov.au)>

**Cc:** Sch 2.2(a)(ii) <[Sch 2.2\(a\)\(ii\)@nca.gov.au](mailto:Sch 2.2(a)(ii)@nca.gov.au)>; Fitzgerald, Bruce <[Bruce.Fitzgerald@act.gov.au](mailto:Bruce.Fitzgerald@act.gov.au)>; EPSDDExecutiveOffice <[EPSDDExecutiveOffice@act.gov.au](mailto:EPSDDExecutiveOffice@act.gov.au)>

**Subject:** RE: Hume Circle Steering Committee [SEC=OFFICIAL]

OFFICIAL

Karen,

Thank you for the invitation. Both Bruce Fitzgerald and I will sit on the steering committee.

Sch 2.2(a)(ii) I've CC'd in my EA Kate Meehan who will be in contact and can coordinate both diaries from the ACT Gov side.

Regards,

**SAM ENGELE**

Deputy Director-General  
City and Environment Directorate

Phone via Teams | Mobile Sch 2.2(a)(ii)

Email [Sam.Engele@ACT.gov.au](mailto:Sam.Engele@ACT.gov.au)

480 Northbourne ave, Dickson ACT 2602 | [www.act.gov.au](http://www.act.gov.au)



---

**From:** Karen Doran <[Karen.Doran@nca.gov.au](mailto:Karen.Doran@nca.gov.au)>

**Sent:** Thursday, 2 October 2025 1:50 PM

**To:** Engele, Sam <[Sam.Engele@act.gov.au](mailto:Sam.Engele@act.gov.au)>

**Cc:** Sch 2.2(a)(ii) <[redacted]@nca.gov.au>

**Subject:** Hume Circle Steering Committee [SEC=OFFICIAL]

**Caution:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

OFFICIAL OFFICIAL

Hi Sam

I am writing about Section 6 Fyshwick and the establishment of a steering committee to oversight the planned development around Hume Circle and the East Lake precinct. (Refer Minister Steel letter of 13 August 2025)

The purpose of the steering committee is to support a collaborative approach and to provide appropriate governance for the precinct development processes.

I would like to suggest a first meeting before the end of October (this would also allow feedback to be provided to our Board at the 28 October meeting).

Suggested available times for NCA are:

Thursday 9 October 4pm-5pm

Friday 10 October between 12pm to 2pm

Tuesday 14 October any time between 9am and 12pm

Wednesday 15 October 1pm to 2pm, 3.30 to 4.30pm

Thursday 21 October 11.30am to 3pm or 4pm to 5pm

Friday 24 October 9am to 10am 11am to 12pm

This first meeting would explore the purpose of the committee, the scope of work and proposed timelines for projects underway in ACT Government and NCA, the opportunities and any issues/concerns.

The NCA has commenced work on a 'master plan' for the Hume Circle precinct – which is intended to form the basis of a NCP amendment and the Designation of this area. (This work has been seen by ACT Govt at earlier iterations)

At the first meeting, we would table this document and would welcome a preliminary discussion on the masterplan – and also the process for taking this masterplan and NCP amendment to consultation.

For the first meeting I would suggest a core group of representatives from the NCA (CEO, Chief Planner plus 1) and ACT Govt (at your recommendation – but probably including SLA and Roads / Transport representatives as well as Planning).

Membership can change as the purpose becomes clearer, and as the project progresses to the actual development design process.

Happy to discuss further and/or please come back with suggested attendees and dates to Sch 2.2(a)(ii) to organise the meeting.

Kind regards

Karen

**Karen Doran PSM GIACD** | Chief Executive

National Capital Authority

☎ (02) 6271 2878 | [Sch 2.2\(a\)\(ii\)](#)

**National Capital Authority** | Treasury Building, King Edward Terrace, PARKES ACT 2600

GPO Box 373, CANBERRA ACT 2601 | ; [www.nca.gov.au](http://www.nca.gov.au) | Twitter: @NCA\_Media

🌳 Please consider our environmental footprint before printing this e-mail

*Our work is on the land of the Ngunnawal people, Ngunnawal Country*



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

---

**From:** Akhter, Sanzida  
**Sent:** Friday, 24 October 2025 9:01 AM  
**To:** Davey, Adam; Lee, Joey; Gordon, Tom; Thorman, Rob  
**Cc:** EPSDD DevelopmentImplementation; Kandola, Shobaz; Engele, Sam; Cilliers, George; Riches, Ben  
**Subject:** FW: Hume Circle Urban Design Framework. [SEC=OFFICIAL]  
**Attachments:** Hume Circle Urban Design Framework 20 October 2025.pdf; National Capital Plan Draft Amendment - Hume Circle Precinct Code.DOCX  
**Categories:** Red Category

OFFICIAL

Hello SLA colleagues,

We have received the attached from the NCA and George's team is in the process of circulating to relevant ACT Gov agencies for comments.

We understand these products have been developed largely internally within the NCA.

Sam will further discuss this at the roundtable today.

Thanks,  
Sanzida

---

**From:** Engele, Sam <Sam.Engele@act.gov.au>  
**Sent:** Thursday, 23 October 2025 6:28 PM  
**To:** Akhter, Sanzida <Sanzida.Akhter@act.gov.au>; Cilliers, George <George.Cilliers@act.gov.au>  
**Subject:** Fw: Hume Circle Urban Design Framework. [SEC=OFFICIAL]

OFFICIAL

Sanzida, George,

Can I check, which area is better set up to coordinate comments on this from TPA and referral entities?

**Sam**

# Hume Circle Urban Design Framework

October 2025



Australian Government  
National Capital Authority

© Commonwealth of Australia as represented by the National Capital Authority 2025

With the exception of the Commonwealth Coat of Arms and where otherwise noted, all material presented in the Hume Circle Urban Design Framework by the National Capital Authority is licensed under a Creative Commons Attribution 4.0 International Licence (CC BY 4.0).

To view a copy of this licence, visit  
<https://creativecommons.org/licenses/by/4.0>.

For enquiries concerning reproduction and other rights, contact the National Capital Authority, via post to GPO Box 373, Canberra ACT 2601, email to [info@nca.gov.au](mailto:info@nca.gov.au), or phone at (02) 6271 2888.

We acknowledge the Ngunnawal people as traditional custodians of the ACT and recognise any other people or families with connection to the lands of the ACT and region.

We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

Rev	Issue	Date	Comments	By	Checked
D	Draft	15.10.2025		BG	KS
E	Draft	17.10.2025		BG	KS
F	Draft	20.20.2025		BG	KS

## Forward

Hume Circle is posited by the Griffin plan as a key gateway for Canberra from the East. From the earliest plans it was envisaged as a place of urban density which frames the junction of the main avenues that define the eastern approach.

As Canberra has evolved, many aspects of Griffins' plan for Hume Circle remain unrealised. The experience of Hume Circle as Canberra's eastern arrival has not been achieved with land largely developed for low scale industrial uses. As the existing facilities age and become unsuitable for contemporary use, the opportunity to establish Hume Circle as was originally intended presents itself.

The National Capital Authority, in consultation with the ACT Government and a number of affected landowners, has imagined the unique opportunity for a new trajectory at Hume Circle which will catalyse the ACT Government's *East Lake Place Plan* and create a new, sustainable, and connected community, which restores key aspects of the Griffin's vision.

Hume Circle's renewal will support the ACT Government plan to provide 30,000 more homes for Canberra's growing population, with its central location providing residents with employment, recreation and sustainable transport options at their doorstep.

Hume Circle is a once in a lifetime opportunity to realise a multi-generational regenerative community that expands

the Griffin legacy throughout Canberra. Hume Circle is a unique opportunity to create a vibrant new sustainable community for Canberra, delivering homes for over 9,000 Canberrans.

This Urban Design Framework has been prepared to support the Hume Circle Precinct Code within the *National Capital Plan* and assist in ensuring that the Hume Circle Precinct is an exemplar of urban regeneration worthy of the National Capital.



Figure 1. Aerial view of potential development in the Hume Circle Precinct (OCULUS, Warren & Mahoney)

# Contents

<b>1.0 Introduction</b>	<b>7</b>	<b>2.0 Urban and Historical Context</b>	<b>18</b>
1.1 National Capital Authority	8	2.1 Griffin Vision and Plan	19
1.2 National Urban Policy	9	2.2 Existing Site Conditions	20
1.3 Urban Design Framework	10	2.3 Current Status	21
1.4 Planning Context	11	2.4 Heritage	22
1.5 National Planning Reform Blueprint	12	2.5 East Lakes Place Plan	23
1.6 Subject Area	13	2.6 Employment Context	24
1.7 Strategic Goals and Renewal Objectives	14	2.7 Transport Context	25
1.8 Revised Urban Structure	16	2.8 Road Network Context	27
		2.9 Social and Community Context	28
		2.10 Services and Utilities	29

# Contents

<b>3.0 Vision and Principles</b>	<b>30</b>	<b>4.0 Hume Circle Structure</b>	<b>37</b>
3.1 Principal 1: Restorative	32	4.1 Overview	38
3.2 Principal 2: Connected to Country	33	4.2 Key Elements	40
3.3 Principal 3: Sustainable	34	4.3 Village Commons	43
3.4 Principal 3: People-First Places	36	4.4 Street Hierarchy	44
		4.5 Landscape Character	49
		4.6 Height	50
		4.7 Massing	51
		4.8 Promoting Good Design	53
		4.9 Building Articulation	55
		4.10 Character and Materiality	56
		4.11 Traffic and Car Parking	58

# 1.0 Introduction

## 1.1 National Capital Authority

The National Capital Authority (NCA) secures the Australian Government's interest in the planning and development of the National Capital to ensure that it continues to serve its national purposes. The NCA's planning responsibilities are:

- prepare and administer (which includes determining development applications) the *National Capital Plan*
- keep the *National Capital Plan* under constant review and to propose amendments to it when necessary

The National Capital belongs to all Australians. The NCA's vision is for a national capital which symbolises Australia's heritage, values and aspirations, is internationally recognised and worthy of pride by all Australians. Principles that guide the NCA's planning and design work are set out in the *National Capital Plan* and include:

- Substantial works of architecture, engineering and landscape should be designed to contribute positively to the overall composition, symbolism and dignity of the National Capital.
- Development in the National Capital should seek to achieve harmony between architecture and landscape to give continuing effect to the City Beautiful and Garden City characters of the city.
- Proposals must demonstrate respect for the key elements of the Griffins' formally adopted plan for Canberra.

- Roads, bridges, waterways and public landscaping projects should reinforce and complement the geometric lines of the Main Avenues.
- Accessible movement systems for a diversity of pedestrian, cycle, public transport and private transport modes will be provided, with good connections between different modes of transport.

The Hume Circle Urban Design Framework is consistent with these principles and the role of the NCA.

## 1.2 National Urban Policy

Australia's *National Urban Policy* was finalised in November 2024. The policy was jointly developed by the Commonwealth, State and Territory Governments. It provides a national vision for Australia's cities and suburbs to be liveable, equitable, productive, and sustainable. It guides the Australian Government's investment and policy decisions, aiming to improve quality of life through collaboration with state and territory governments on housing, infrastructure, and climate adaptation, addressing challenges like housing affordability and rising temperatures.

The *National Urban Policy* builds upon the August 2023 National Cabinet agreement to a new national target to build 1.2 million new well-located homes over 5 years from 1 July 2024.

National Cabinet also agreed to a *National Planning Reform Blueprint* with planning, zoning, land release and other measures to improve housing supply and affordability. The Blueprint includes ambitions of:

- updating state, regional and local strategic plans to reflect housing supply targets.
- promoting medium and high-density housing in well-located areas close to existing public transport connections, amenities, and employment.
- streamlining approval pathways and prioritising planning amendments to support diverse housing across a range of area.

The Hume Circle Urban Design Framework aligns with these ambitions.

The National Capital Authority, in consultation with the ACT Government and affected landowners, proposes the creation of a new urban renewal precinct at Hume Circle in response to the *National Urban Policy*.

**Urban renewal of the Hume Circle Precinct will provide a unique opportunity to implement the Griffin Plan for Canberra's Eastern Gateway, demonstrate design excellence, and celebrate Canberra's unique landscape character that focuses on human scaled public places.**

Prioritising sustainable development and transport, it will enable more people to live close to work, public services and community infrastructure.

The Hume Circle Precinct renewal presents a unique opportunity to re-imagine Hume Circle as a compact sustainable community that will catalyse the ACT Government's *East Lake Place Plan* and create a new destination that restores key aspects of Griffin's vision.

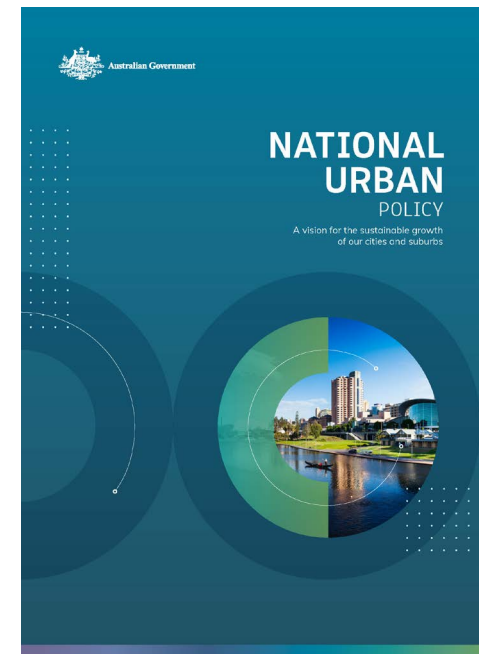


Figure 2. National Urban Policy (Australian Government)

## 1.3 Urban Design Framework

This Urban Design Framework (Framework) sets design expectations that will be used to guide future development and urban regeneration of this key gateway along the eastern approach route over an anticipated 2-15 years. It has been prepared to complement the provisions of the *National Capital Plan*.

This Framework sets out the design principles necessary to create quality homes, liveable spaces, vibrant public places and streets, and a green landscape which will foster a connected community that furthers Canberra's reputation as a city of design excellence.

Its progressive implementation over time will ensure a unified landscape and built form that reflects and responds to the vision. It will create places of unique character that support public life, social interactions and builds community.



Figure 3. Aerial view of potential development in the Hume Circle Precinct (OCULUS, Warren & Mahoney)

## 1.4 Planning Context

A dual planning regime, not dissimilar to other jurisdictions, is established for the Australian Capital Territory (ACT). The Australian Government and ACT Government share planning responsibility in the ACT.

The Australian Government is responsible for Canberra's role and functioning to serve its national purposes. This means that the Australian Government is responsible and accountable to all Australians for decisions about their national capital and is the guardian of the national interest in the capital. The Australian Government's abiding interest and commitment is essential to the future development and enhancement of Canberra as the National Capital.

The *National Capital Plan* secures the Australian Government's continuing interest in ensuring that 'Canberra and the Territory are planned and developed in accordance with their national significance,' as set out in section 9 of the *Australian Capital Territory (Planning and Land Management) Act 1988* (the Act).

The ACT Government is responsible for local community planning and development matters. More specifically, the *Territory Plan* ensures that the Territory is planned and developed 'in a manner not inconsistent with the *National Capital Plan*, the planning and development of the Territory to provide the people of the Territory with an attractive, safe and efficient environment in which to live and work and have their recreation,' as set out in section 25 of the Act.

The Act makes it clear that the *National Capital Plan* prevails over the *Territory Plan*, but the two plans are intended to be complementary. Further to this, the Explanatory Memorandum states that 'the Plan (*National Capital Plan*)' will be legally binding on both the ACT and the Commonwealth.'

The *National Capital Plan* is a statutory document that designates areas with special national significance, establishes planning principles and aesthetic standards for the National Capital, and outlines land use policies, including national and arterial road planning. It also sets detailed conditions for development within Designated Areas and specifies Special Requirements for developments outside these areas that are important to the National Capital. Development with Designated Areas is subject to Works Approval by the National Capital Authority.

The *Territory Plan* is the primary statutory document guiding land use and development on Territory land in the ACT, ensuring a safe, efficient, and sustainable environment for the community. It regulates zoning, development controls, and environmental management in a manner that balance growth and environmental protection and promotes high quality development outcomes.

## 1.5 National Planning Reform Blueprint

In August 2023 National Cabinet agreed to a new national target to build 1.2 million new well-located homes over 5 years from 1 July 2024. National Cabinet also agreed to a *National Planning Reform Blueprint* with planning, zoning, land release and other measures to improve housing supply and affordability. The Blueprint includes:

- updating state, regional and local strategic plans to reflect housing supply targets
- promoting medium and high-density housing in well-located areas close to existing public transport connections, amenities, and employment
- streamlining approval pathways and prioritising planning amendments to support diverse housing across a range of areas.

The implementation of the masterplan and vision requires a change to the *National Capital Plan*, and in turn the Territory Plan to ensure consistency with the requirements of the *Australian Capital Territory (Planning and Land Management) Act 1988* (the Act). These changes will be undertaken by the NCA and ACT Government respectively.

To give effect to the urban renewal and revitalisation of the precinct in a manner that is consistent with the *National Planning Reform Blueprint*, the entirety of Hume Circle is proposed to become 'Designated Land' under the National Capital Plan.

The application of a consistent and simplified regulatory framework is necessary to deliver an integrated and consistent design outcome, and which responds to the significance of Hume Circle as the eastern gateway to the National Triangle.

The proposed Amendment to the *National Capital Plan* will set out detailed conditions of planning, design and development of Designated Areas within the Hume Circle Precinct with accompanying development controls based on the principles and objectives outlined in this Framework incorporated into the *National Capital Plan* as a new 'Precinct Code'.

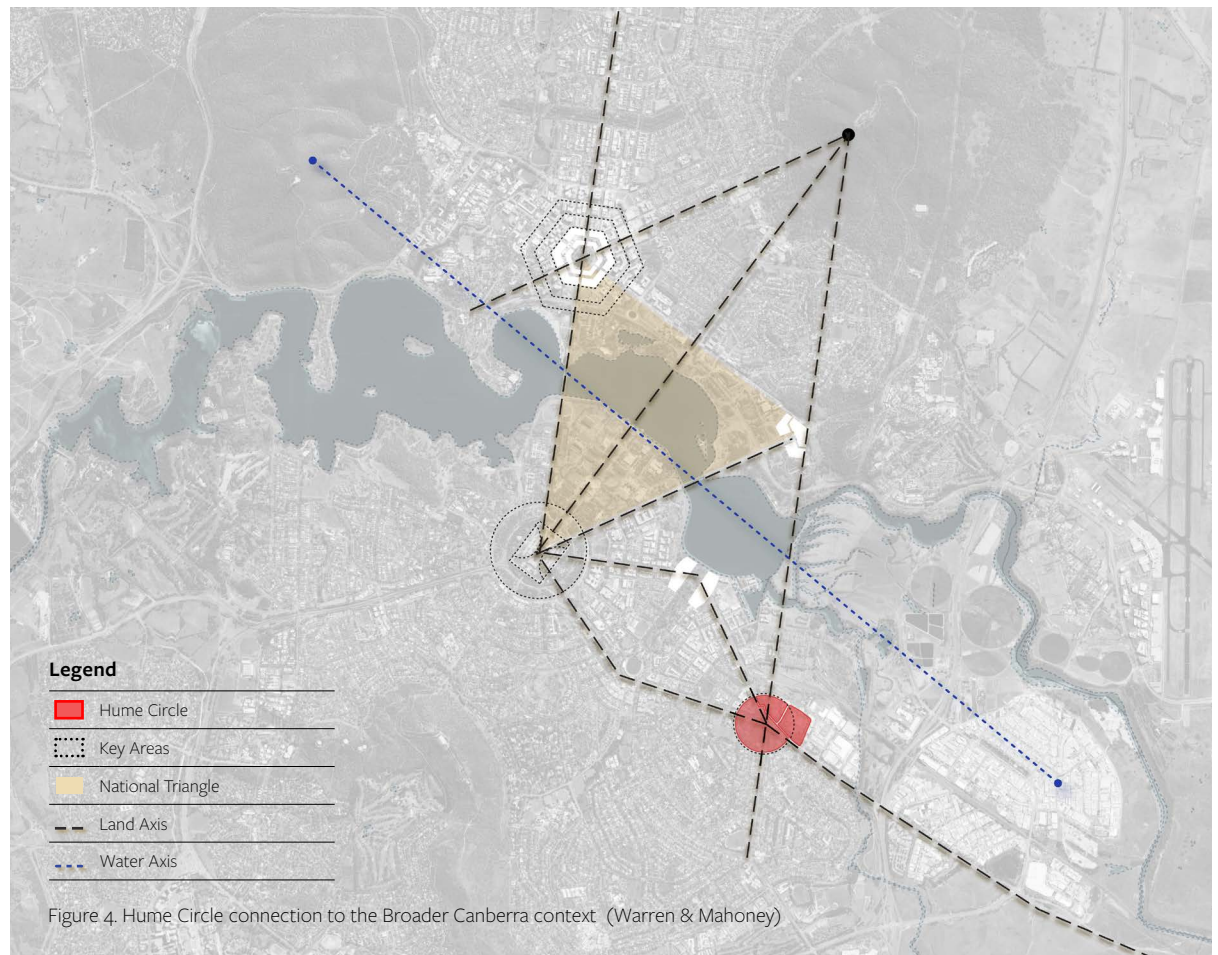
## 1.6 Subject Area

The area subject to the Framework is defined by the Griffin Plan for Hume Circle.

This includes land within the circle created by arcs of McMillan Crescent and Mildura Street. In recognition of the existing development and block subdivisions, land included as part of the Hume Circle renewal includes Section 6 Fyshwick, and Section 25, Section 26, Section 29, Section 84 and Section 87 Griffith.

The Hume Circle Precinct is an inherently convenient and attractive location with a unique opportunity for urban regeneration and the creation of community with higher densities which:

- restores the Griffin Plan
- provides employment at the doorstep
- enhances sustainability
- encourages the use of active and public transport
- leverages existing social infrastructure
- integrates with the East Lake Place Plan



## 1.7 Strategic Goals and Renewal Objectives

The Hume Circle Urban Design Framework aligns with the Federal and ACT Government's commitment to the sustainable growth of a liveable Canberra.

The Precinct is a significant opportunity to restore key elements of the Griffin Plan for Canberra; creating a fitting approach to our national institutions, contributing to the development of a city which respects environmental values, and promoting the sustainable development of Australia's urban areas.

Through an exemplar of urban regeneration, Hume Circle will create a new community for Canberra and homes for over 9,000 Canberrans.

The vision for the Hume Circle Precinct will be realised through:

- A clear urban structure including completing 'the Circle', re-establishing the 'Inner Circle', extending the Causeway axis and creating a new east-west radial axis
- A new public realm based on Designing with Country and Sustainability principles
- Creating places for people with new public spaces, streets and private communal spaces

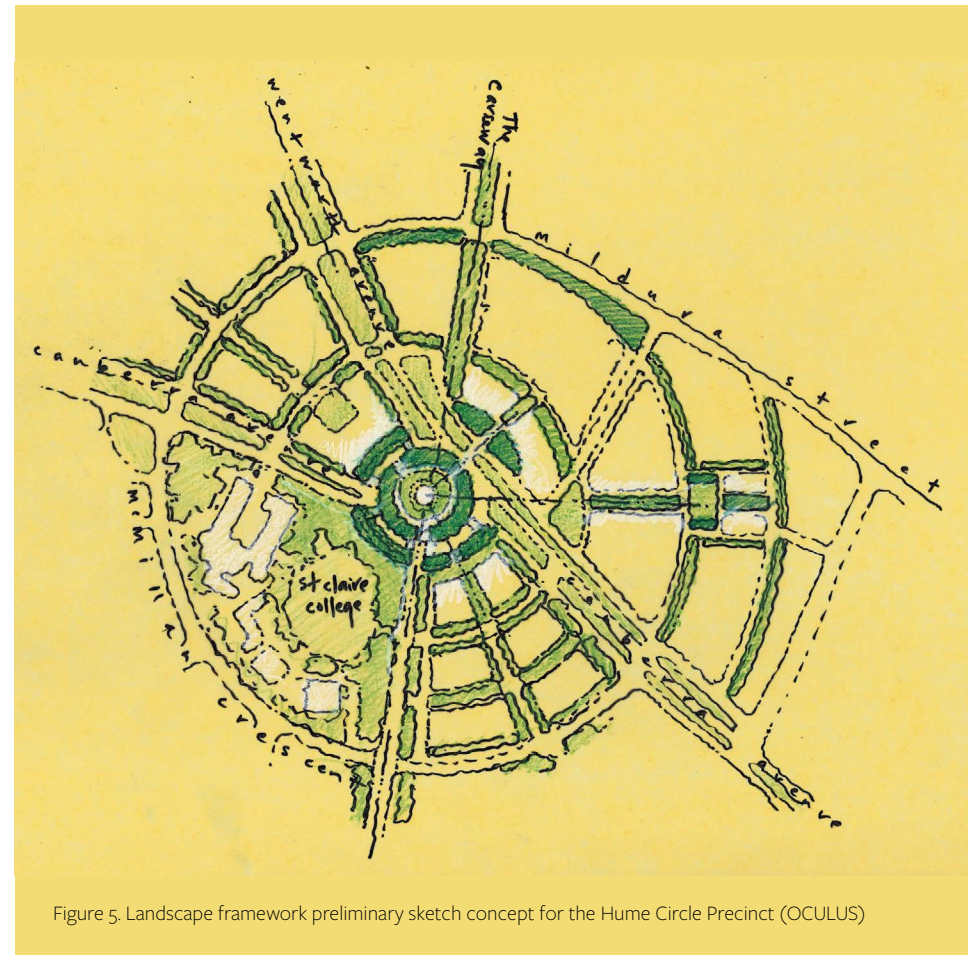


Figure 5. Landscape framework preliminary sketch concept for the Hume Circle Precinct (OCULUS)

The Precinct is identified as a Category 1 Change Site under the ACT Government's Inner South District Plan, under which Hume Circle is the catalyst for the East Lake Place Plan's goals of:

- Creating great places for people to connect, make, create, learn, live and move.
- Responding to cultural and historic heritage values of the area.
- Collaborating with residents, businesses, organisations, landowners and managers to enable them to contribute to shaping the area.
- Encouraging a diverse mix of land uses.
- Planning for a mix of housing types and densities.
- Facilitating the transition towards sustainability and resilience.
- Guiding place making and people focused urban design.
- Planning to increase the visibility of Ngunnawal culture, heritage, values and aspirations through incorporating shared facilities for cultural, economic and interpretive opportunities.

To ensure the proper implementation of these goals, the following four renewal objectives have been identified as crucial to a successful regeneration of Hume Circle:

- Restorative
- Connected to Country
- Sustainable
- People Focused

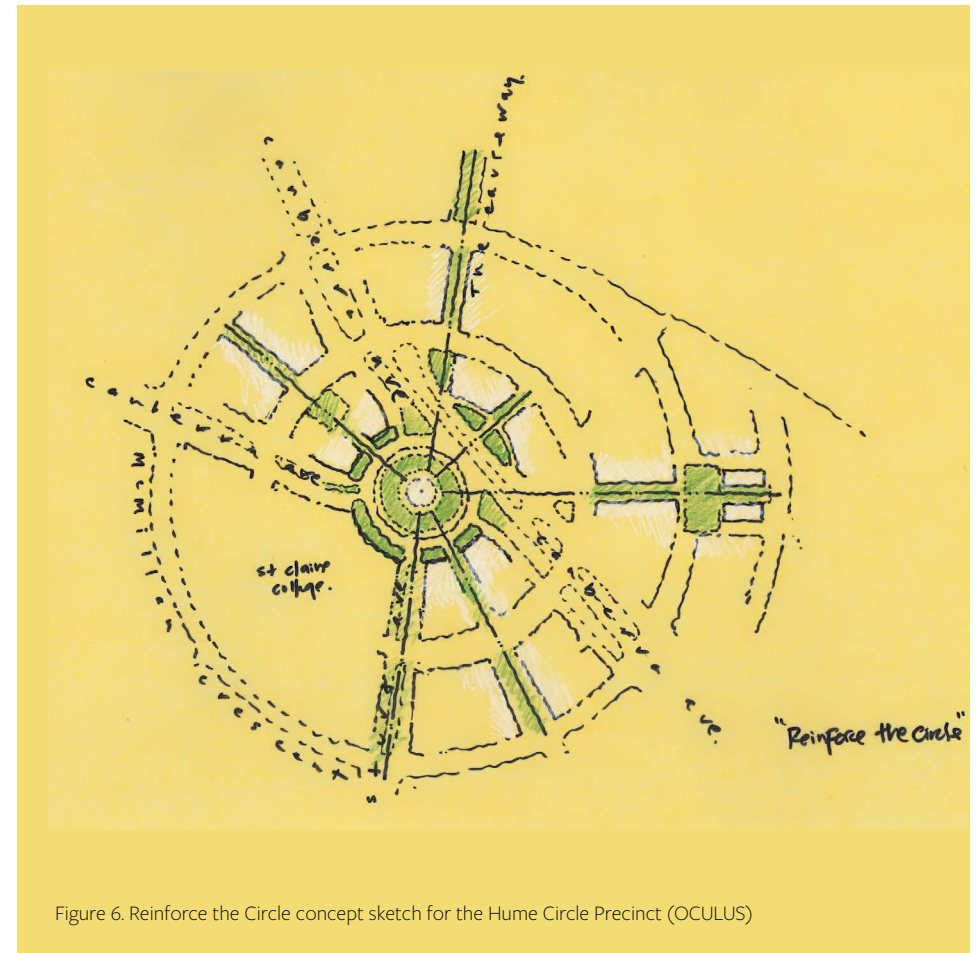


Figure 6. Reinforce the Circle concept sketch for the Hume Circle Precinct (OCULUS)

## 1.8 Revised Urban Structure

The Hume Circle Precinct renewal, at its core, creates a revised urban structure that builds upon and seeks to reintroduce the aspirations of the Griffin plan.

The revised Urban Structure reinforces the national significance of Canberra Avenue as a main approach route from the east, anchored around Hume Circle as a gateway to the National Triangle and parliamentary zone.

In giving life to the original Griffin Geometry, the proposed urban structure facilitates the renewal and/or adaptive reuse of many underutilised or dilapidated sites. The proposal protects the Heritage values of the former Canberra Milk Dairy and provides a Village Green which will be the foci of public life, providing local services, open spaces and retail offerings to provide a series of local destinations for the community and Canberrans more broadly.

The Hume Circle Precinct will be home for a new Canberra community delivered through a variety of high-quality residential buildings that at the street level follow and make visible the circular pattern of the Burley Griffin Plan whilst above the street wall, taller buildings are freer to orient towards the light and views that provide outlook and amenity for residents.

It places height at the node to maximise amenity and reinforce the Burley Griffin aspiration of an eastern gateway.

Key aspects of the Hume Circle renewal are the:

- completion of 'the Circle' being the extension of the McMillan Crescent geometry to realise and celebrate the Griffin Plan within the Hume Circle Precinct
- creation of the 'Inner Circle' referencing the existing Hely Street alignment
- improved legibility of the centre of Hume Circle, including removal of the Canberra Avenue slip lane within the inner circle
- extension of the Causeway alignment
- a new east-west radial connection to Fyshwick Markets
- creation of a new community-centred public realm
- location of community destinations around the circle and central to the future community with links to the existing anchors of the station and Fyshwick Markets
- creation of a place that is steeped in green to create an attractive network of streets, parks and plazas for the future community and support biodiversity, stormwater management and urban heat mitigation
- creation of a ground floor and podium experience that makes visible the geometry of the Griffin Plan and creates a cohesive street experience that is scaled for people

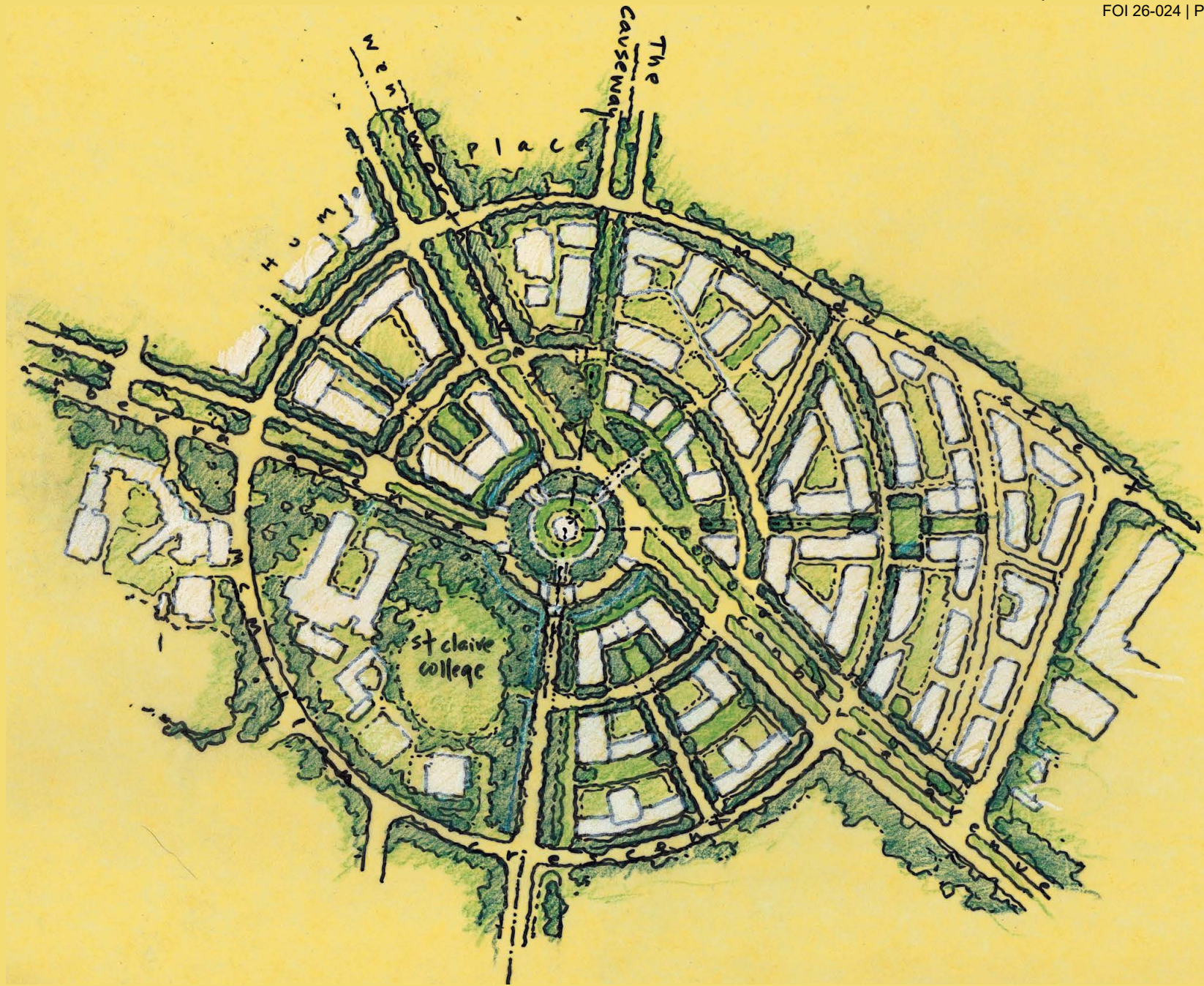


Figure 7. Preliminary sketch concept for the Hume Circle Precinct (OCULUS)

## 2.0 Urban and Historical Context

## 2.1 Griffin Vision and Plan

Hume Circle was contemplated as a key gateway and axial node within the Griffin Plan for Canberra.

All of Griffins' plans (1911, 1913, & 1918) envisaged the main avenues and approach routes as axial lines and principal ordering elements of the city with Hume Circle part of the major eastern approach route, completing the triangulation between Mount Ainslie, Capital Hill and Hume Circle.

Both the 1913 and 1918 plan show that the Griffins anticipated a rail link that extended north from Hume Circle (originally known as Eastlake Circle) across East Lake (the Causeway) with Hume Circle envisioned as a major urban node and transport interchange.

All of Griffins' plans show the main avenues and roads along axial lines planned as integrated transport, land-use and development corridors supported by a fast tramway network that allowed interchange to the rail network.



Figure 8. Canberra competition plan 1911 (W.B. Griffin & M. Mahony)

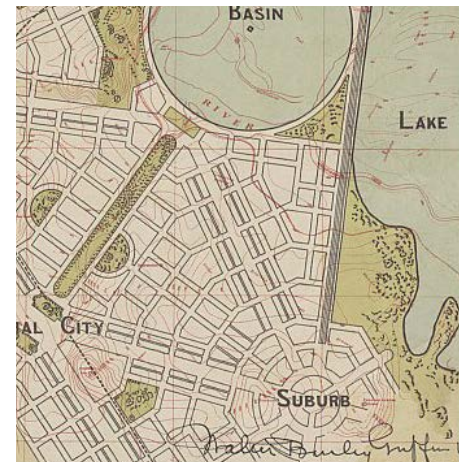


Figure 9. Canberra revised preliminary plan 1913 (W.B. Griffin)

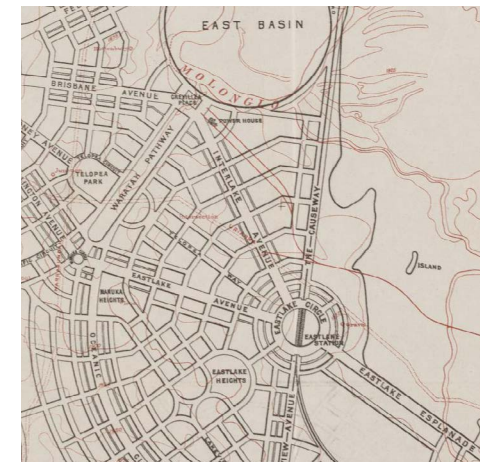


Figure 10. Canberra final plan 1918 (W.B. Griffin)

Urban density was to be located on the blocks of land around the circumference of the Hume Circle. The junctions between the main avenues were planned to be important gateways to the Capital, marked by elegant round points framed by mixed land use and higher density urban form.

## 2.2 Existing Site Conditions

The existing site conditions of the Hume Circle Precinct located within Fyshwick and Griffith on the south-eastern edge of Canberra, reflect a mix of commercial, and industrial land uses creating a somewhat fragmented urban environment. The Precinct is bounded by Canberra Avenue to the south and Mildura Street to the north, with the Fyshwick Fresh Food Markets to the east.

Its proximity to the Canberra Train Station to the north enhances accessibility and connectivity, making it a strategic location for both industrial and commercial activities.

The industrial and commercial character of The Precinct is juxtaposed with nearby residential zones, creating a transition between high-activity commercial areas and quieter residential neighbourhoods. The site's location along Canberra Avenue, a major arterial road, further emphasises its role as a hub for transport and logistics, while its proximity to the Fyshwick Fresh Food Markets adds to its economic significance.

The area is currently seeing a shift, with larger commercial operators slowly starting to move out of the Fyshwick area and beyond the Monaro Highway towards the outer suburbs of Hume and Beard.

Overall, the existing conditions reflect a diverse range of industrial and commercial land uses that coexists with nearby residential communities. Ultimately, the existing conditions do not realise the Griffin vision of the Hume Circle Precinct as a key gateway. This context provides a foundation for potential redevelopment.



Figure 11. Aerial view of Hume Circle existing conditions

## 2.3 Current Status

The alignment of Canberra Avenue (shown as Eastlake Avenue and Eastlake Esplanade on 1918 plan) and Wentworth Avenue (shown as Wellington Avenue), constructed by the 1920s, is consistent with the Griffin plans and remain as principal axial lines and gateway routes to central Canberra.

Similarly, the alignment of Jerrabomberra Avenue (including the section that is now Sturt Avenue) constructed by the 1920s, is consistent with the Griffin plans (shown as East view Avenue on 1918 plan) and represents the southern extension of the planned Causeway axis.

The geometry of Hume Circle is partially realised with the part construction of McMillan Crescent (1950-55), the outer enclosing road, to the South of Wentworth Avenue. However, this geometry does not exist through Sections 6 and 26.

Hume Circle was never developed as a transport node, with plans for the Causeway railway link and tramway networks along the avenues abandoned as early as 1939. In 1939 and 1952 the National Capital Planning and Development Committee partially rezoned areas of Fyshwick for industrial use.

Consequently, the Griffin intent for Hume Circle to be developed as a mixed-use commercial hub with surrounding residential development was fully realised.

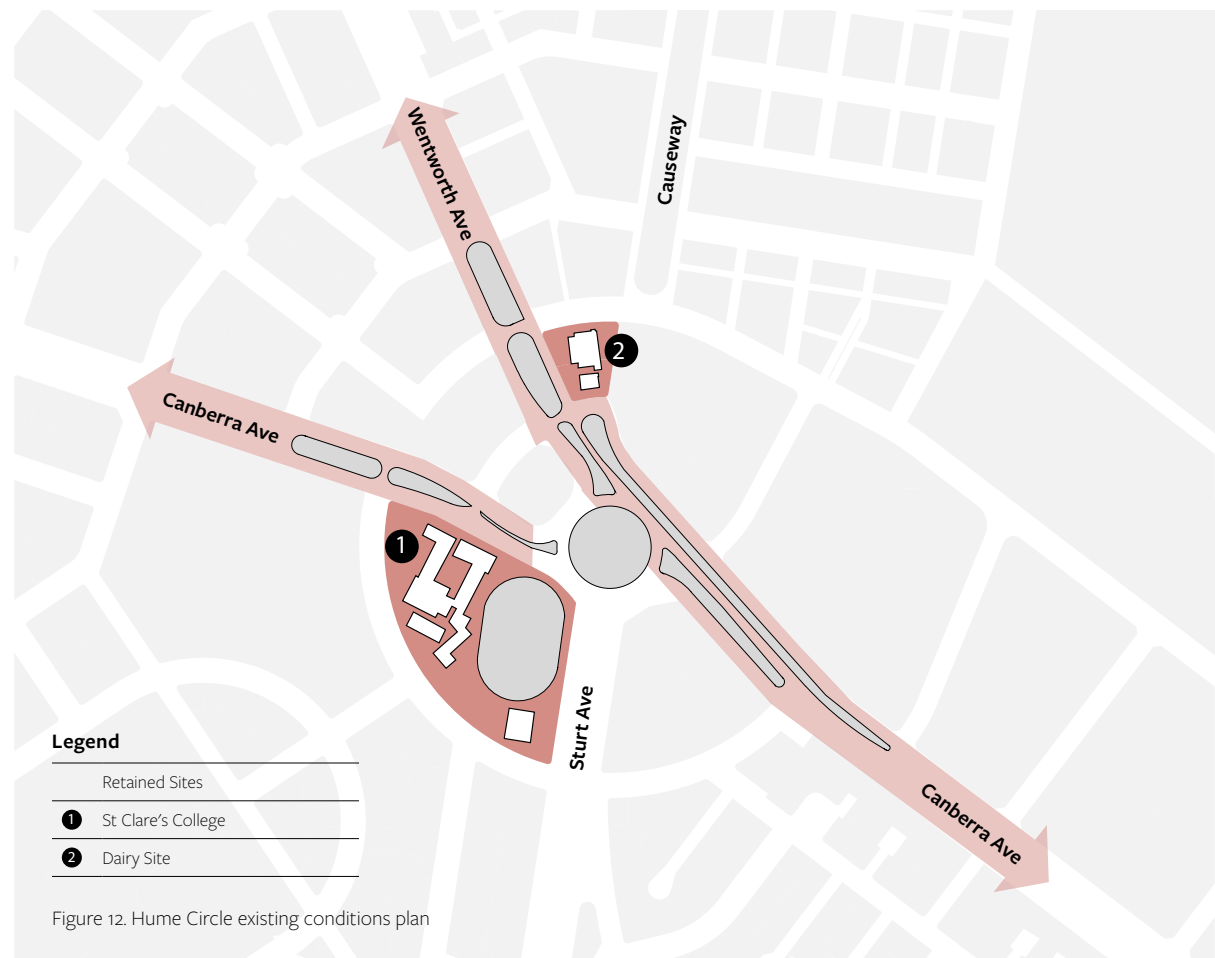


Figure 12. Hume Circle existing conditions plan

## 2.4 Heritage

A vital piece of Canberra's industrial and agricultural heritage, the Canberra Milk site in Griffith represents over 80 years of continuous service to the ACT community. Originally built in 1937 by the Canberra Dairy Society Ltd, the depot played a central role in the region's milk supply chain, evolving through key historical phases including the Depression, the introduction of pasteurisation and the consolidation of local dairies. Its architecture and long-standing operations offer a rare glimpse into the early development of Canberra's food infrastructure and community resilience.

Protecting this heritage site and incorporating it into the urban design framework supports a vision of place based planning that values history as a foundation for future growth. The site can be celebrated through adaptive reuse, public interpretation and integration into precinct planning, creating a heritage landmark that anchors the precinct's identity. Protecting and enhancing the Canberra Milk site ensures that urban development respects and reflects the unique character of the area, fostering a sense of continuity, pride and connection for current and future residents.



Figure 13. Milk processing plant, Griffith, c.1960s. Courtesy of CCFA (Canberra Museum + Gallery)

## 2.5 East Lakes Place Plan

The East Lake urban renewal precinct in Canberra’s Inner South is identified in ACT planning and sustainable development policies for urban intensification and regeneration. This is based on the strategic location of this area; proximity to transport and services; existing land uses and infrastructure.

Released in 2024, the vision states ‘East Lake will be a celebration of its history, people, the environment and its special connection to the surrounding Jerrabomberra Wetlands.’

### Legend







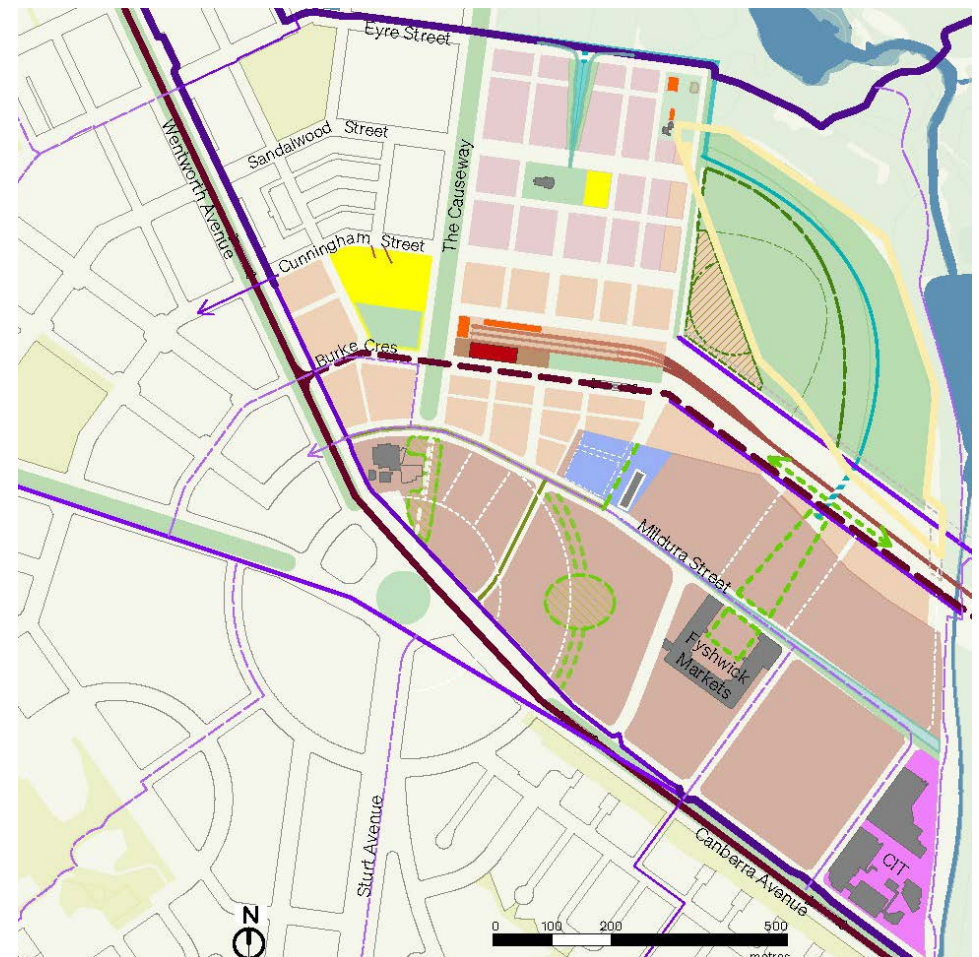
	Public building - Transport hub
	Cultural/Community - Rail Museum, Heritage, Wetland Visitor & Cultural Centre
	Education - early childhood and care; primary K-6
	Education - CIT - future innovation precinct
	Community uses and associated spaces, supporting services.
	Further consultation with leaseholders is required.

Figure 14. Urban Design Concept Overview from the ACT Government’s East Lake Place Plan



## 2.6 Employment Context

The Hume Circle Precinct is centrally located in Canberra and its proximity to existing and future employment hubs provides a unique employment context for The Precinct's future community. Based on 2021 Census data the Place of Work for 46,775 workers in Canberra is located within an approximate 2.5km radius from the site. Approximately 148,820 workers, or 54% of all jobs within the ACT, are located within a 5km radius of the site.

Future jobs growth in the South of Canberra is also forecast to increase with several active Projects, including the National Security Office Precinct, the new Australian Taxation Office Headquarters, 19 National Circuit, and others, currently being delivered.

This quantum of employment on the doorstep of the Precinct provides an ideal and unique opportunity to sustain a thriving new community and enable a modal shift to active or public transport.

<b>Canberra Place of Work (in ~5km radius of Hume Circle Area)</b>	<b>Number of Employees</b>
Canberra City	51,990
Russell/ Campbell	14,295
Airport/Majura	14,702
Deakin/Forrest/Yarralumla	12,947
Barton/Griffith/Parkes	28,316
Garran/Hughes	8,111
Narrabundah/ Red Hill	2,462
Fyshwick	15,997

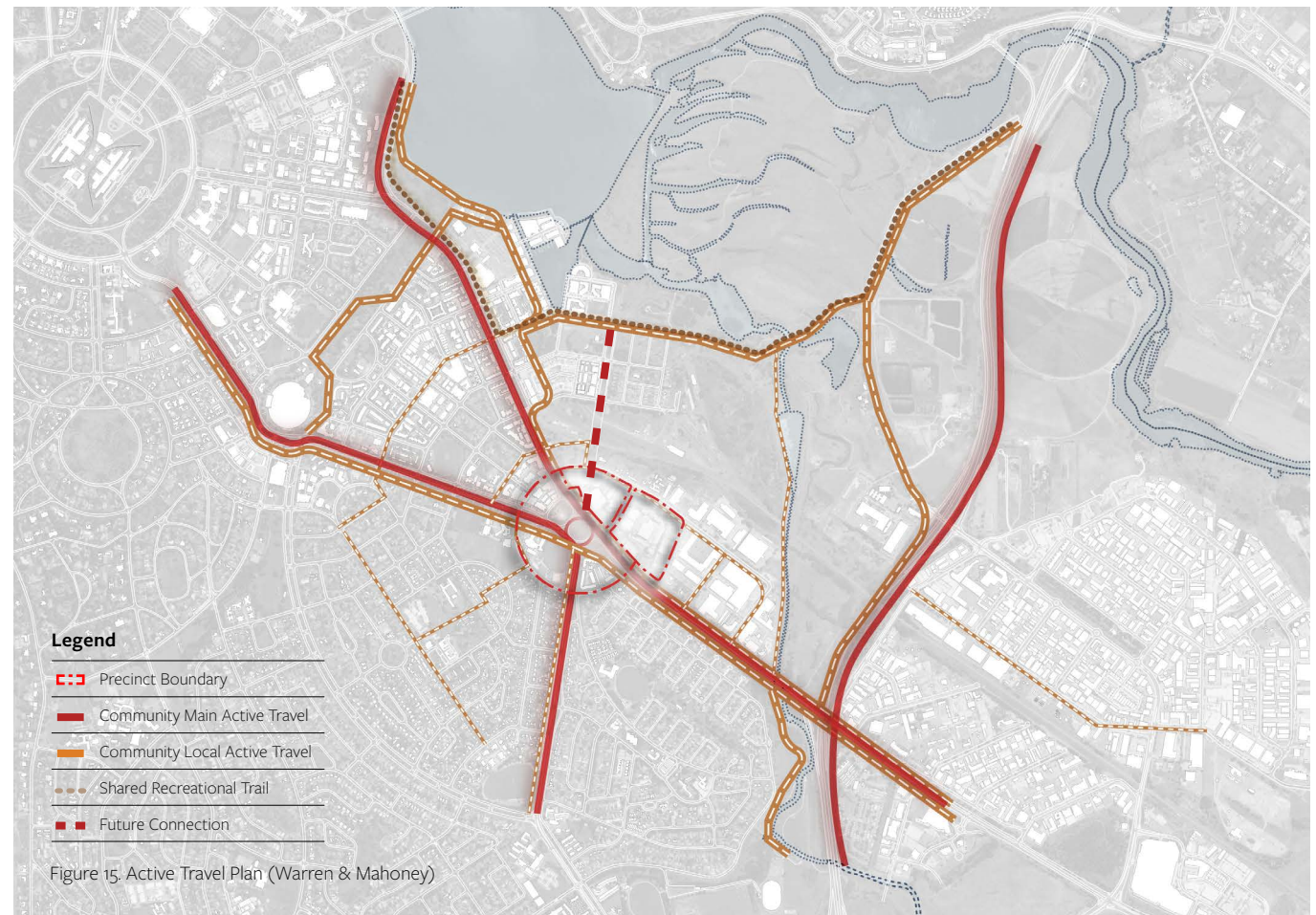
## 2.7 Transport Context

The central location of the Hume Circle Precinct provides opportunities for the redevelopment to be integrated to maximise the use of both existing and future active and public transport networks in addition to the broader road network.

### Active Travel

The Precinct redevelopment is in close proximity to existing and future key pedestrian/cycle routes. These connections will be optimised through an Urban Design Framework which reinforces the links between the development and the wider pedestrian and cycle path network.

Figure 15 illustrates the sites existing connections to Canberra Cycling, Community, and Recreational Routes providing good connectivity to the South of Canberra. Connections to Lake Burley Griffin Community/Recreational Route will be strengthened by the proposed connection of the Causeway to the North of Section 26 as contemplated by the East Lake Place Plan.














## Public Transport

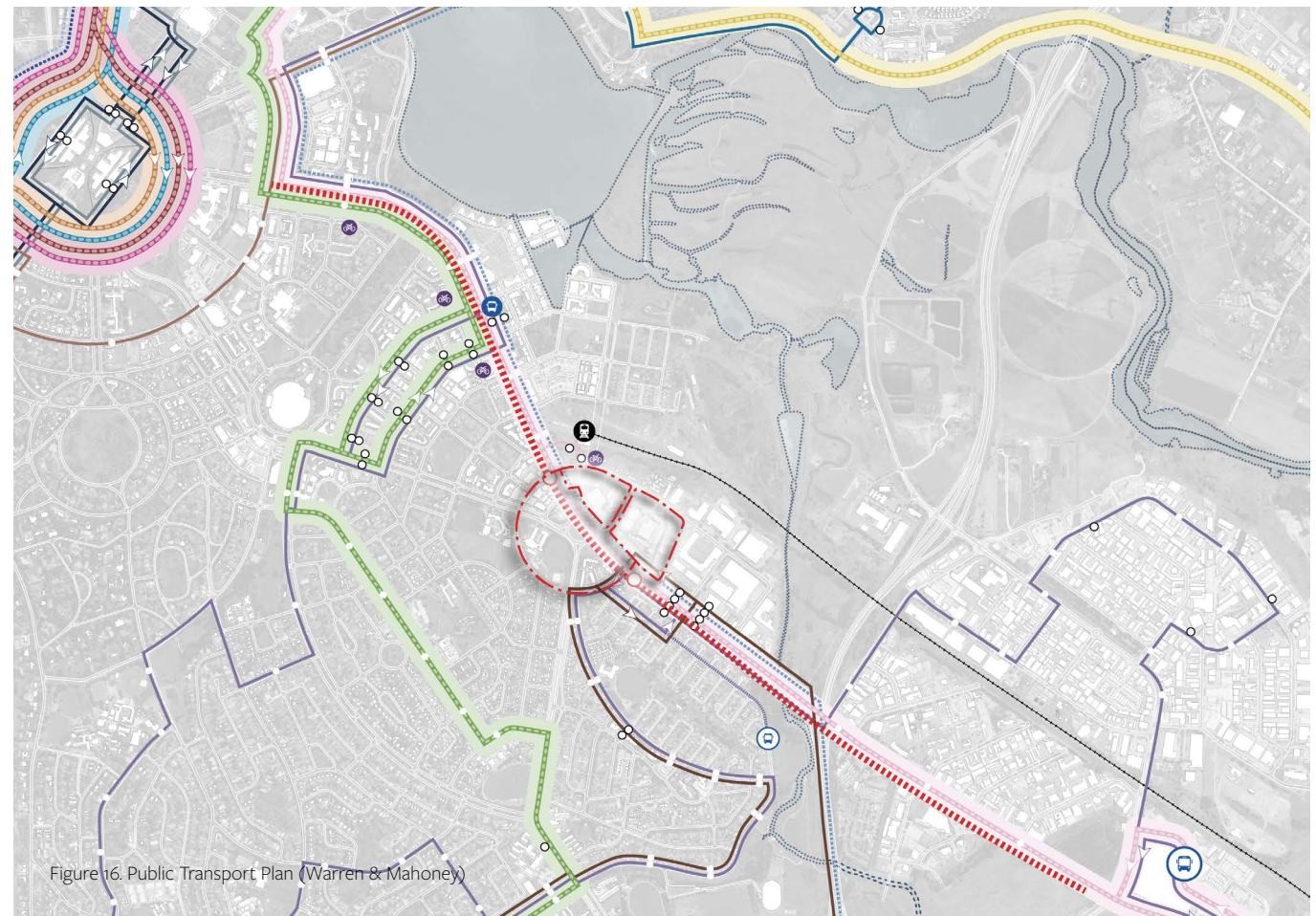
The Precinct is also well serviced by the existing bus networks within Canberra including the 'Fraser' to Fyshwick' rapid route 2 which connects the site to the City, Barton, Belconnen and Fyshwick.

In addition, the current plans for Canberra's Light Rail Network contemplates an 'Eastern Connection' which is currently proposed to run down Wentworth Street and through Hume Circle.

The Urban Design Framework has identified the opportunity for light rail stops to anchor the proposed McMillan Crescent extension and the feasibility of this proposition requires review as the light rail design of the 'East Connection' is developed by the ACT Government.

### Legend

 Precinct Boundary	 Peak Bus Route
 Rapid Bus Route	 Bus Terminus
 Local Bus Route	 Train Station
 Potential Light Rail Stop	 Train Line
 Future Light Rail Route	 Bus Station
 Bus Route Diversions	








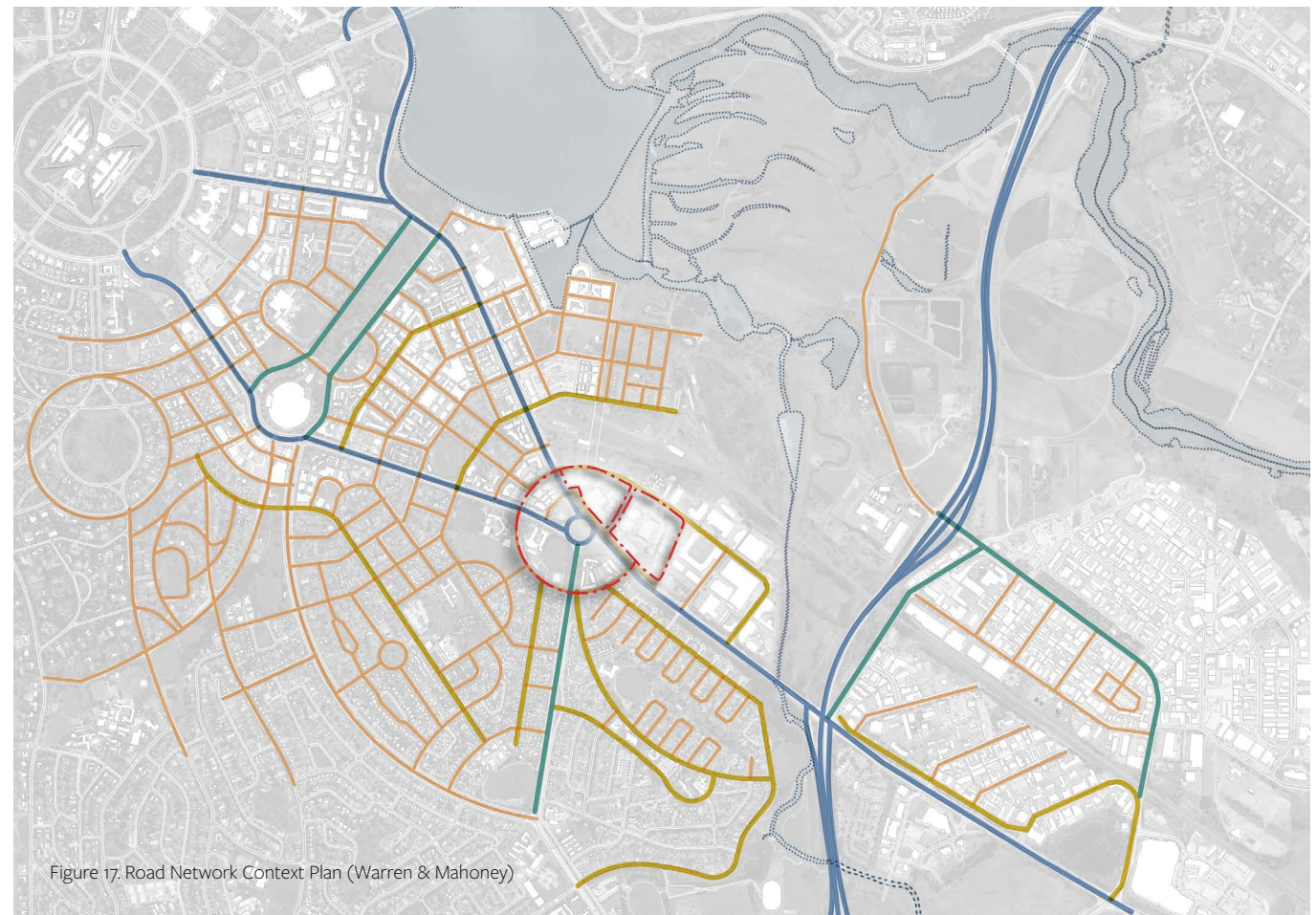
## 2.8 Road Network Context

In addition to the active and public travel networks, the site is well connected to the road network with opportunities for connectivity to both Canberra Avenue and Wentworth Avenue.

Ongoing consultation with the ACT Government will occur as the design develops to ensure the proposed development and potential upgrades are appropriately coordinated.

### Legend

	Precinct Boundary
	Arterial/Highways
	Distributor
	Minor Collector
	Residential Street



## 2.9 Social and Community Context

Existing social and community infrastructure will be enhanced and revitalised by a new community within and adjacent to the Hume Circle Precinct.

The central South Canberra location of the Hume Circle precinct make it inherently suited to a new community given the existing social and cultural infrastructure in close proximity to the site.

The renewal of Hume Circle will result in population growth necessitating new and renewed social infrastructure to respond to the changing needs of a growing population including increased demand for parks and high-quality recreation facilities.

Community infrastructure will be strengthened by the Hume Circle Precinct and the East Lake Place Plan leveraging synergies between the proposed developments. For example the East Lake Place Plan Urban Design Concept includes the development of a new school and early learning centre facilities within walking distance of the Hume Circle Precinct.



Figure 18. Image of landscape character and open space from Village Commons through to Main Radial (OCULUS)

## 2.10 Services and Utilities

The Precinct extents have been investigated for existing services capacity and a strategic understanding of the likely infrastructure implications associated with provision of a new community of 9,000+ people.

The existing sewer, stormwater and electricity easements on site will need to be retained, extinguished or relocated as the site progressively developed.

As the site has access to utility infrastructure in surrounding streets, the ability to progressively upgrade services in line with each stage of development will enable flexible augmentation over time.

# 3.0 Vision and Principles

## Overview

This Urban Design Framework re-imagines Hume Circle as a vibrant, inclusive neighbourhood that honours the geometry and landscape principles of the Griffin Plan, while integrating modern urban design and ecological sustainability.

The Hume Circle Precinct has the opportunity to be the eastern gateway envisioned under the Griffin Plan that is both functional and iconic.

Drawing on the cultural and environmental significance of Country to grow the Garden City, it will lead the way in sustainable development.

Over time it will create a thriving, connected community that balances heritage, innovation, and nature, setting a new standard for urban living in Canberra.

To achieve this vision, four overarching Development Principles have been developed:

- **Restorative:** re-imagine the future for the Precinct by implementing aspects of the Griffin Plan
- **Connected to Country:** ground the precinct in its underlying landscape and support and reflect cultural practices
- **Sustainable:** meet sustainability goals at all levels of governance, from international agreements to local implementation
- **People First Places:** create a safe, vibrant and connected community for thousands of Canberrans

### 3.1 Principal 1: Restorative

The Urban Design Framework (Framework) is deeply rooted in the principles of the Griffin Legacy, which laid the foundational vision for Canberra's design.

The Griffin Plan created a triangulated network of nodes across Canberra which were the combination of natural landmarks (Mt Ainslie and Black Mountain) with constructed landmarks (City Hill, Capital Hill, Hume Circle) which focus on the parliamentary triangle and the two axes of Water and Land.

The Framework seeks to retrieve many aspects of the Griffin Plan which remain unrealised. The eastern gateway is created initially by the completion of the circular streets radiating out from Hume Circle. The primary circle will be completed with McMillan Crescent extended to connect across Section 6 Fyshwick and Section 26 Griffith.

With the circle restored, a visual connection to Mount Ainslie is provided along the Causeway alignment through Section 26 Griffith, whilst a secondary east-west axis is proposed across Section 6 Fyshwick, which respects the broader city geometry.

This structure defines the primary street network, with richly vegetated pedestrian-focused promenades that reverse the prioritisation of vehicles and enable the 'city in a landscape' to be more than a visual relationship to nearby mountains and the lake.

This structure provides the basis for the future building arrangement with street wall buildings reinforcing the reading of the Circle at street level.

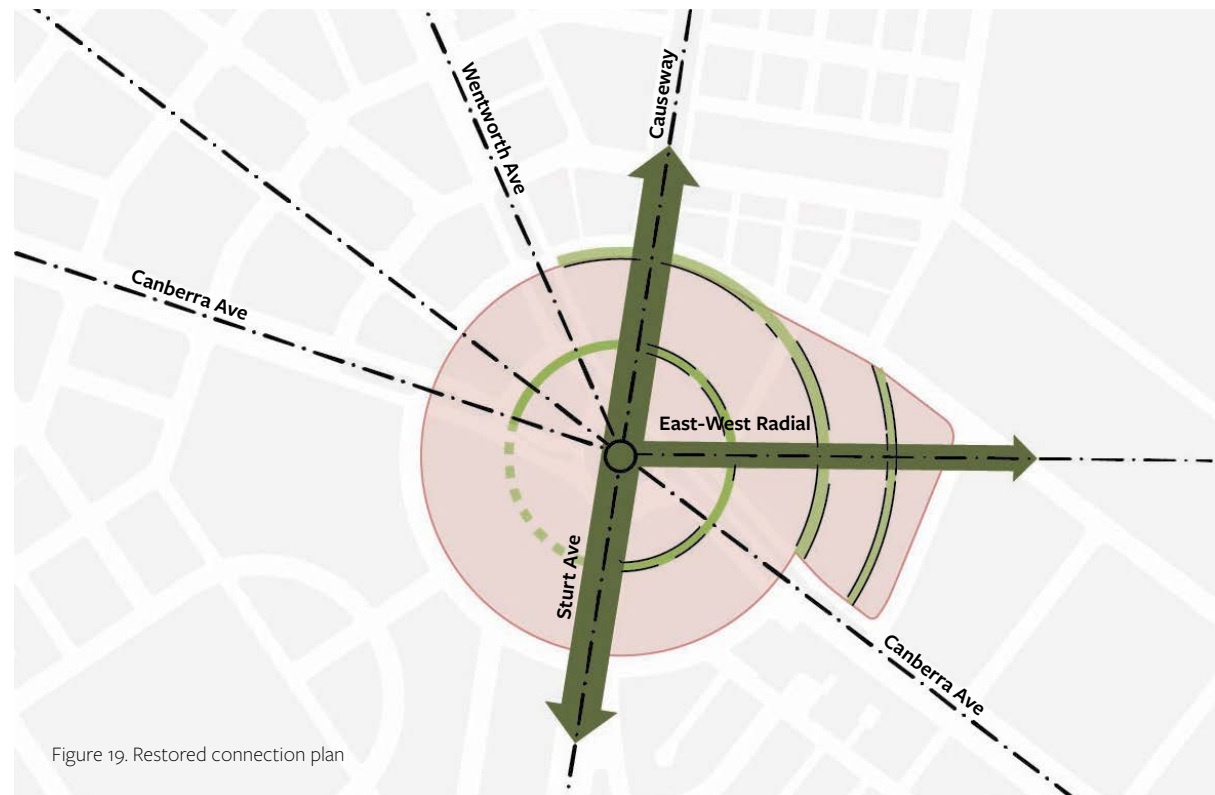


Figure 19. Restored connection plan

## 3.2 Principal 2: Connected to Country

The project site, encompassing Hume Circle, rests on the ancestral lands of the Ngunnawal people, who have been the Traditional Custodians of this Country for tens of thousands of years (*Flood et al., 2019*).

Ngunnawal Country extends beyond the current Australian Capital Territory (ACT) boundaries, including areas now known as Yass, Queanbeyan, and Tumut (*Tindale, 1974; Jackson-Nakano, 2001*).

This land is part of a rich cultural landscape that has been carefully managed by the Ngunnawal people for millennia, characterised by important water systems, diverse flora and fauna, and significant geological features. The nearby Molonglo River and its tributaries form a crucial part of this Country, serving not only as sources of food and water but also as important travel routes and gathering places (*Wesson, 2000*).

The confluence of the Molonglo and Murrumbidgee Rivers, not far from the site, is likely to have been a significant meeting place (*Flood, 1980*). Of particular relevance to the East Griffith Precinct is Jerrabomberra Creek and its confluence with the Molonglo River, located just a few hundred meters to the North.

The junction of Jerrabomberra Creek and the Molonglo River would have been an important location for the Ngunnawal people, potentially serving as a gathering spot, a resource-rich area for hunting and foraging, and a navigational landmark.

It would have supported a diverse range of plant and animal species, many of which hold cultural and practical significance for the Ngunnawal people.

The grassy woodlands and open grasslands that once dominated the region were rich in resources, including food plants like the Yam Daisy (*Microseris lanceolata*) and animals such as kangaroos and possums (*Gammage, 2011*).

The Framework developed for the Hume Circle Precinct is grounded in these understandings and future consultation and collaboration with Ngunnawal stakeholders is crucial to inform the detailed planning, design and delivery of the Precinct.

## 3.3 Principal 3: Sustainable

The Precinct is to be guided by a comprehensive sustainability framework that aligns with its broader aspiration to create a vibrant, resilient, and people-centred community.

This framework will respond to four key pillars: Water Stewardship, Urban Heat Mitigation, Adaptability and Mobility.

Each pillar contributes to the vision of The Precinct as a model for sustainable urban regeneration, while respecting the Griffin Legacy and supporting the ACT Government's long-term planning goals.

Integrating these principles ensures that Hume Circle will become a compact, diverse, and resilient place that remains a liveable and accessible place for future generations.

### Water Stewardship

Water management is a cornerstone of the Precinct's sustainability strategy.

The development will integrate Water-Sensitive Urban Design (WSUD) to manage stormwater runoff naturally, enhance water quality, and promote on-site water reuse for landscaping and irrigation.

Features such as wetlands, rain gardens, swales, and permeable surfaces are to be incorporated to reduce flooding risks and improve ecological outcomes.

By prioritising responsible water management, the Precinct will protect natural waterways, enhance site resilience, and contribute to Canberra's broader sustainability goals.

### Urban Heat Mitigation

A warming climate creates significant challenges to Australia's cities. The urban heat island effect can cause cities to be significantly warmer than surrounding rural areas, with temperatures in urban centres often 1–7 °C higher than they would otherwise be.

The heat island effect occurs because dark, built surfaces like roads and roofs absorb and retain heat from the sun more effectively than natural landscapes, while lack of vegetation reduces cooling through shading and evapotranspiration.

The Precinct will address urban heat challenges by integrating extensive green infrastructure and climate-responsive materials.

Strategic tree planting, reflective surfaces, and shaded public spaces are to be used to reduce heat retention and improve thermal comfort. These measures mitigate the urban heat island effect, creating a cooler microclimate that enhances liveability.

An emphasis on green spaces and natural cooling aligns with Canberra's identity as the "Bush Capital" and supports climate resilience for the precinct.

## **Adaptability**

The development is to be adaptable and future-proof, leveraging smart infrastructure to optimise energy, water, and resource management.

The Precinct will incorporate smart grid technologies to reduce carbon emissions and operational costs, while centralised shared services enhance efficiency.

The Precinct's infrastructure will support evolving needs, ensuring long-term sustainability and resilience. This forward-thinking approach aligns with global sustainability goals and positions the Precinct as a leader in innovative urban design.

## **Mobility**

The Urban Design Framework prioritises sustainable transport options to reduce car dependency and promote active and shared mobility.

The Precinct is strategically located near transport corridors and nodes, encouraging walking, cycling, and public transport use. Infrastructure for electric vehicles, car-sharing schemes, and convenient storage for bicycles and scooters will further support low-emission transport choices.

By enhancing connectivity and accessibility, The Precinct will foster a sustainable, inclusive community that aligns with the ACT Government's vision for a compact and efficient city.

### 3.4 Principal 3: People-First Places

At the heart of the Hume Circle Urban Design Framework is the creation of vibrant, pedestrian-focused spaces that prioritise human-scale experiences.

The Precinct will feature safe, comfortable, and inclusive pathways, shaded by greenery and complemented by seating and public art. These spaces encourage social interaction, foster a sense of community, and enhance liveability.

By prioritising people over vehicles, the Precinct creates a welcoming environment that supports healthy lifestyles and strengthens community bonds.

Public spaces will be planned and designed to facilitate community interaction and social spaces that encourage connections, e.g. spaces for community events, urban parks, and community facilities.

Places need to be provided for a range of ages and for young people as well as workers to connect throughout the day, night and week.

An increasing number of young working age residents indicates demand for social infrastructure that can be used during the day, after dark and during weekends. This includes places to socialise, recreate and relax, that provide opportunities for work-life balance as part of the daily routines of residents.

The Precinct's streets, parks, courtyards and pedestrian links will serve as a backyard for a growing population of people living in high and medium density housing.

The low proportion of residents living in separate dwellings compared to the broader Canberra community indicates a need for accessible and well-maintained open spaces, including parks and recreation areas. The Precinct and the surrounding areas will serve as a backyard for people living in high density within and surrounding the site.



Figure 20. View of public open spaces that support a cool, connected and people focused future for Hume Circle. (OCULUS)

# 4.0 Hume Circle Structure

## 4.1 Overview

This section articulates the mandatory outcomes across streets, open space, building massing and activation to ensure the future public experience of the Hume Circle Precinct.

The public domain is the communal space of the precinct, including streets, parks, plazas, and connections. It is a canvas for public life, activity and the natural environment, and critical to defining and providing the overall character of Hume Circle.

The Framework defines a structure for the future that provides an enduring public benefit that will support a diverse and sustainable community that can progressively develop over time.

Central to this structure is the street and lot configuration, the distribution of public spaces and the strategic location of non-residential anchors that will provide diversity and delight for future residents and visitors.

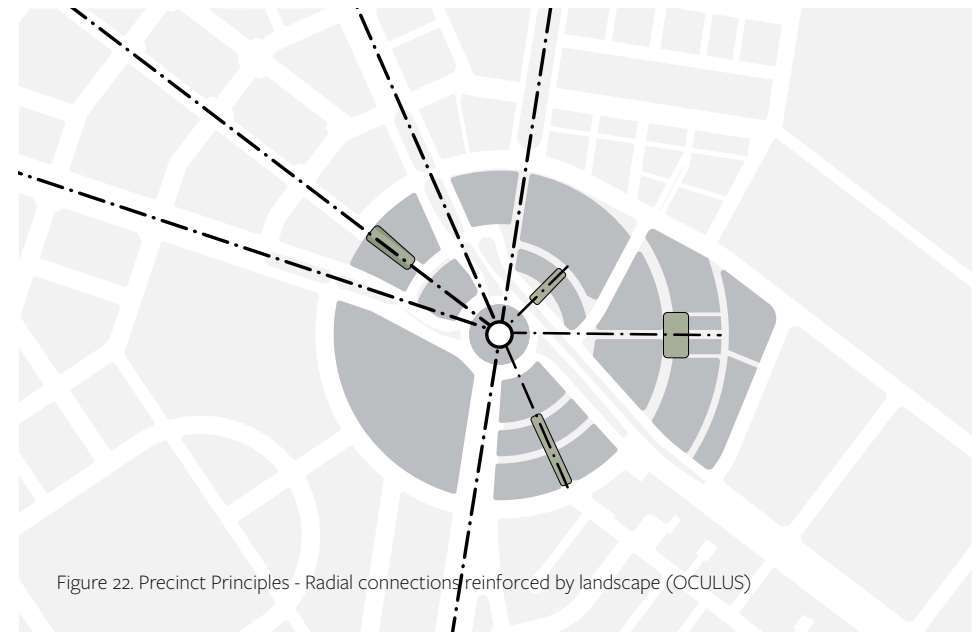


Figure 22. Precinct Principles - Radial connections reinforced by landscape (OCULUS)

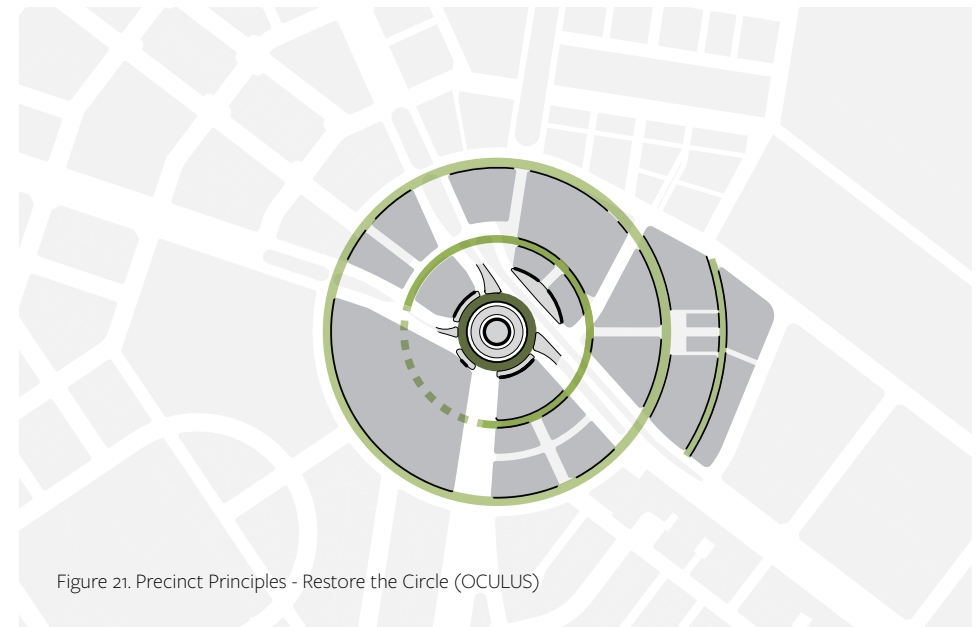


Figure 21. Precinct Principles - Restore the Circle (OCULUS)

In response to the development principles, the Framework seeks to:

- complete 'The Circle' by completing the extension of the McMillan Crescent geometry through Section 6 Fyshwick and Section 26 Griffith
- re-establish the radial geometry of the Griffin Plan to provide a visual connection through the Causeway alignment and a complementary new public landscape East -West radial through Section 6 Fyshwick aligned to the future community heart
- establish the heart of the Hume Circle Precinct with the creation of a Village Commons integrating a great landscape park, surrounded by active retail and creating a place of social cohesion and connection
- integrate the East Lake Place Plan through the placement of key retail anchors and alignment of streets to the projected future road network to the north
- integrate into the surrounding active and public transport network including prioritising pedestrian movement along 'the Circle' to the future light rail corridor and potential stops

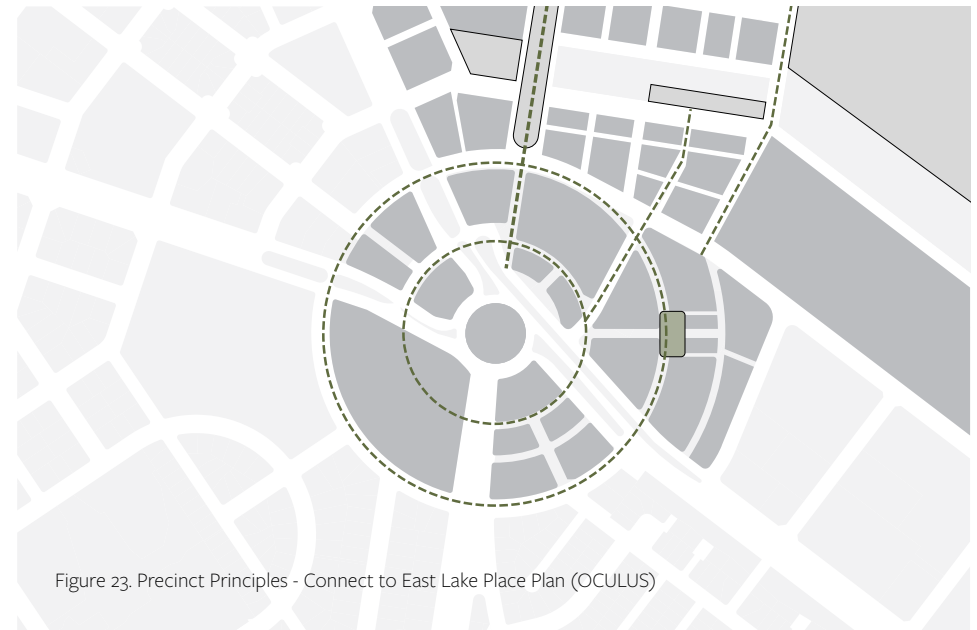


Figure 23. Precinct Principles - Connect to East Lake Place Plan (OCULUS)

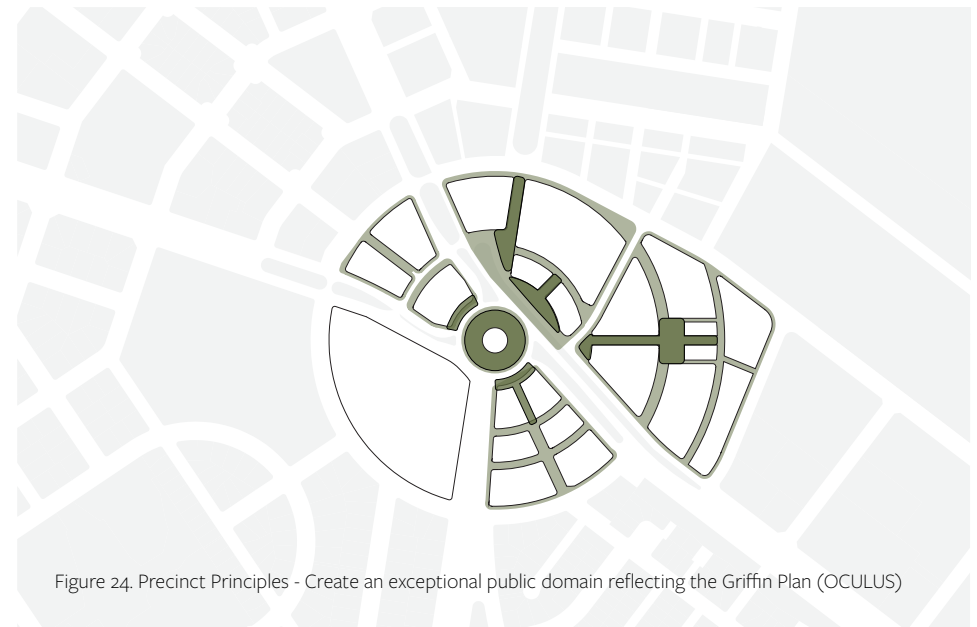


Figure 24. Precinct Principles - Create an exceptional public domain reflecting the Griffin Plan (OCULUS)

## 4.2 Key Elements

The Framework sets out the long-term structure of Hume Circle. It shows how land use, public domain and connections could be arranged and delivered. It articulates an integrated vision for the site, drawing upon the National Capital's rich planning legacy and bringing key ACT Government initiatives together.

The Framework respects the original Griffin Plan in its layout and seeks to achieve the original intent of Hume Circle as a key gateway and axial node for the southern part of the city.

Two major radial open space axes form primary structuring devices. The Causeway runs north-south through Section 26 Griffith, and an east-west axis bisects Section 6 Fyshwick.

These two axes are crossed by a series of curved open space connections and streets to reinforce a circular public domain. These include the main curved open space link which acts to complete the McMillan Crescent circumference. Secondary curved connections are proposed to: 1) continue the Hely Street alignment through Section 26 Griffith, Section 6 Fyshwick and Section 84 Griffith to create an 'inner circle'; and 2) to connect Canberra Avenue with Mildura Street through Section 6 Fyshwick.

To improve legibility at the centre of the circle, the Canberra Avenue slip lane is proposed to be removed within the Inner Circle, along with tightening of the circular geometry of the road network surrounding the centre of Hume Circle.

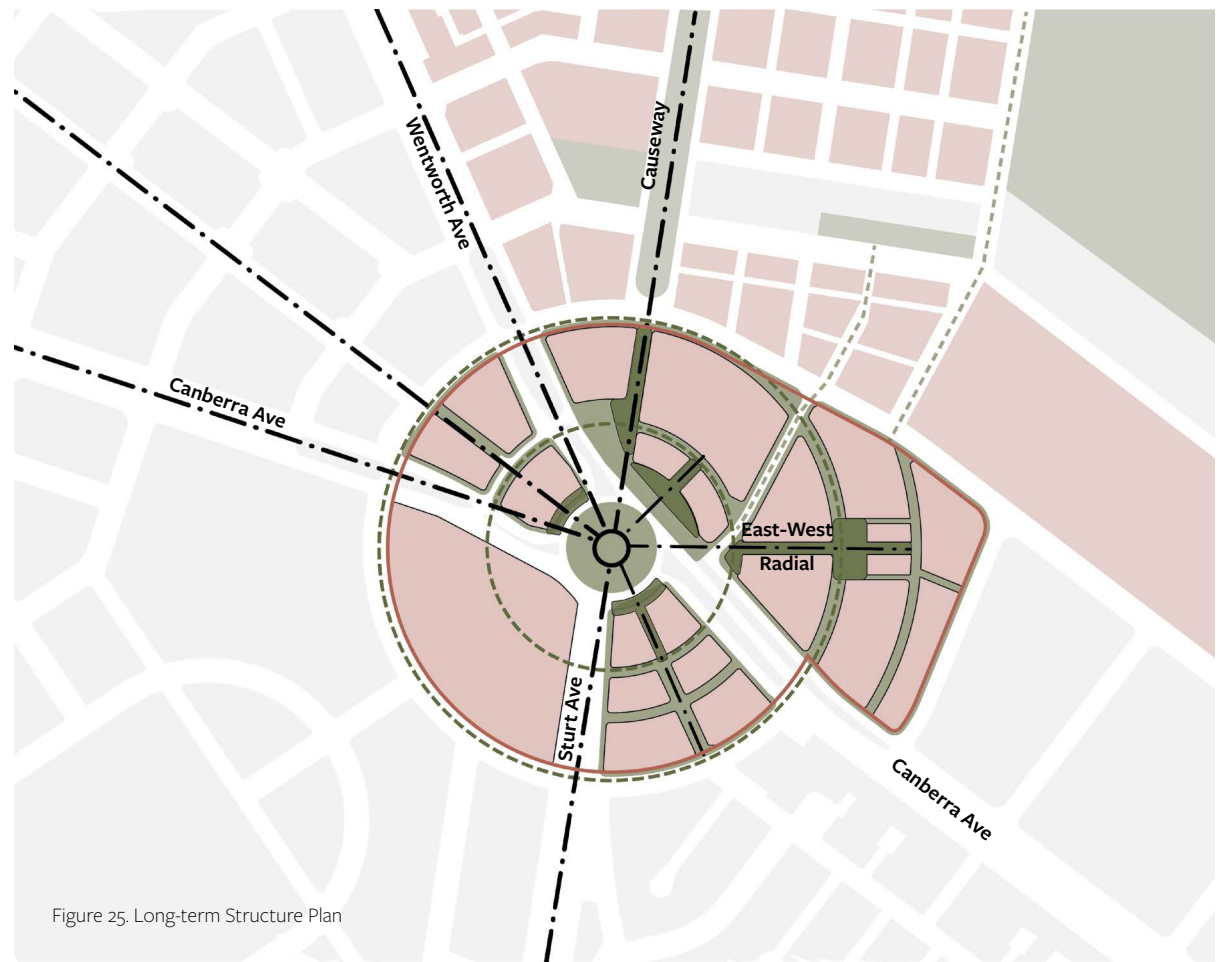


Figure 25. Long-term Structure Plan

Key nodes are located at the Dairy Site (2-8 Mildura Avenue) in Section 26 and the proposed Village Commons in Section 6. These spaces act as focal points and gathering spaces for the Hume Circle Precinct. The public open space network of spaces and streets is complemented by private communal/landscape spaces. A series of ground level courtyards and through-site links add to the precinct's connectivity, permeability and amenity.

A series of through-site links will be created between and through buildings, connecting the public domain to the private courtyards. These will add to the primary and secondary open space network of streets and spaces, enhancing pedestrian connectivity and permeability, and helping to create a fine-grain.

The public domain will provide a variety of spaces and features to accommodate the full diversity of the local community and visitors to the precinct. The public domain will maximise comfort, amenity, safety and opportunities for activity.



Figure 26. Aerial view of potential development in the Hume Circle Precinct (OCULUS, Warren & Mahoney)

A number of ground level communal and landscape spaces will be created within the typical perimeter block arrangement of built form. These spaces will not only provide communal open space for residents but will also add to the amenity, canopy cover and landscape area of the precinct as a whole. Breaks between buildings and through lobbies will enable views between the internal courtyards and the public domain.

This urban structure of radial and curved geometries not only responds to the Griffin Plan but also creates a legible structure with an always changing perspective. Views subtly change along the curved streets and spaces, gradually revealing new perspectives. The places where radial connections meet the curves create meeting and decision points, further revealing views of the precinct and its context. This sets up a series of 'moments' within the urban form becoming special places, enhanced by architecture and landscape.



Figure 27. View showing future character of The Circle (Bates Smart Architects)

## 4.3 Village Commons

Located at the intersection of the east-west radial and the proposed extension of 'the Circle' through Section 6, the Village Commons open space creates the heart of the Hume Circle Precinct. Comprising a central lawn area defined to north and south by groves of trees and canopies it provides amenity, outdoor recreation facilities, retail offerings, and connection to the natural environment for residents and the broader community alike.

The space will act as a key food and beverage anchor for the precinct as a whole, with active retail frontages. Its central location at the intersection of the primary east-west radial and north-south curved open space linkages provides good visual and physical accessibility.

The precinct code for Hume Circle ensures that a minimum of 2 hours direct sunlight to 50% of the space for between 9 am and 3 pm on 21 June (mid winter) will be achieved.

To ensure sustainability of the landscape, the entire Village Commons area is to be a deep soil zone.



Figure 28. View showing future character of the village commons (Bates Smart Architects)

## 4.4 Street Hierarchy

A series of streets, laneways and pedestrian connections will provide access, amenity and connectivity throughout the precinct. Within Hume Circle:

- Pedestrian movement, connectivity and comfort will be prioritised, followed by cyclists, then private vehicles.
- The Main Curve, Secondary Curves and Laneways will provide vehicle access through the precinct and reinforce the structure of the plan.
- The Main Radial in Section 6 will provide additional pedestrian and cycle connectivity as well as valuable recreational, ecological and visual amenity to the precinct.
- The tree canopy is to be maximised across the street network to provide shade, visual amenity and ecological benefits. Sufficient tree soil volumes are to be provided to support tree canopy growth.
- Streets and connections will include low level planting with a local character and suited to their growing conditions. Low level planting in verges is to be used in preference to high water usage turf.
- Streets will be designed to accommodate all potential users and abilities.
- Streets and connections will include regular seating opportunities.

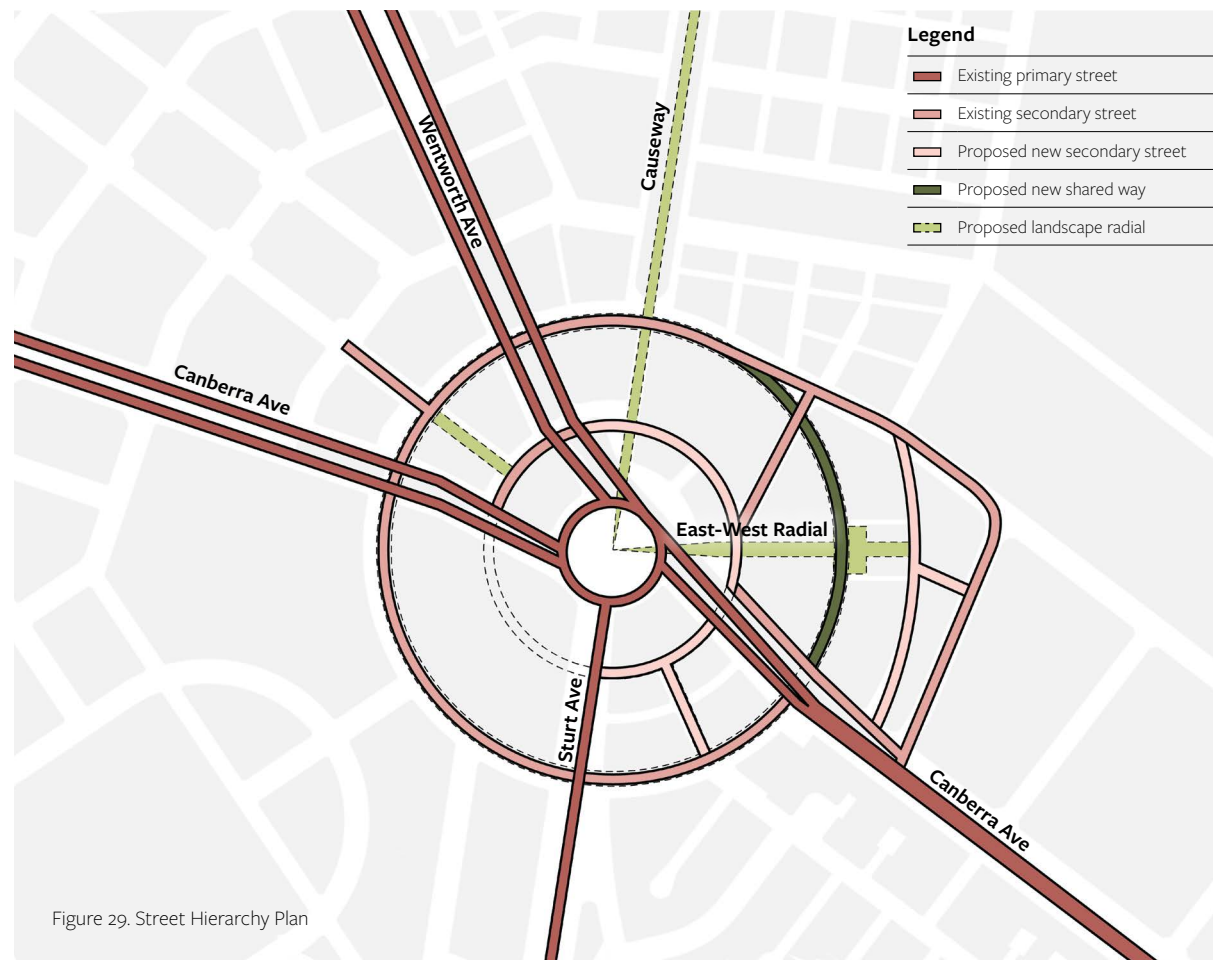


Figure 29. Street Hierarchy Plan

## The Circle – McMillan Crescent Extension

The McMillan Crescent Extension completes ‘the Circle’ and will be primarily pedestrian in nature, functioning as a linear park with significant tree and low-level planting. The Circle will have limited vehicle use accommodated within low-speed shared zones. It will be a minimum of 18m wide and have an asymmetric cross section with a one or two-way flush carriageway and landscape zone to the centre, and 3m wide pedestrian walkways along the built form edges. Detail design will ensure a low speed, shared street environment with pedestrian priority is created.

A defined street wall height of 4-6 storeys will establish a clear datum line that frames the street.



Figure 30. The Circle - McMillan Cres Extension future character



Figure 31. The Circle - McMillan Cres Extension Key Plan



Figure 32. The Circle - McMillan Cres Extension Typical Section

## Main East-West Radial

The Main Radial will form the primary east-west pedestrian link through Section 6. It will have a strong landscape character and will function as a linear park with a central 10m wide landscape zone and 4m wide pedestrian walkways along the built form edges.

The main radial will function as a pedestrian only area, functioning as a park with significant tree and low-level planting

A defined street wall height of 4-6 storeys will establish a clear datum line that frames the pedestrian link with overall building height reducing around the Village Commons to ensure adequate solar access is delivered to the public heart of The Precinct



Figure 33. Main East-West Radial future character

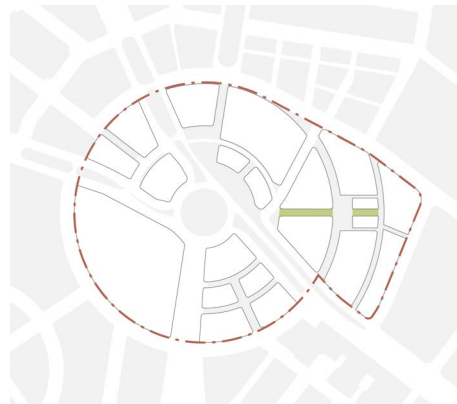


Figure 34. Main East-West Radial Key Plan

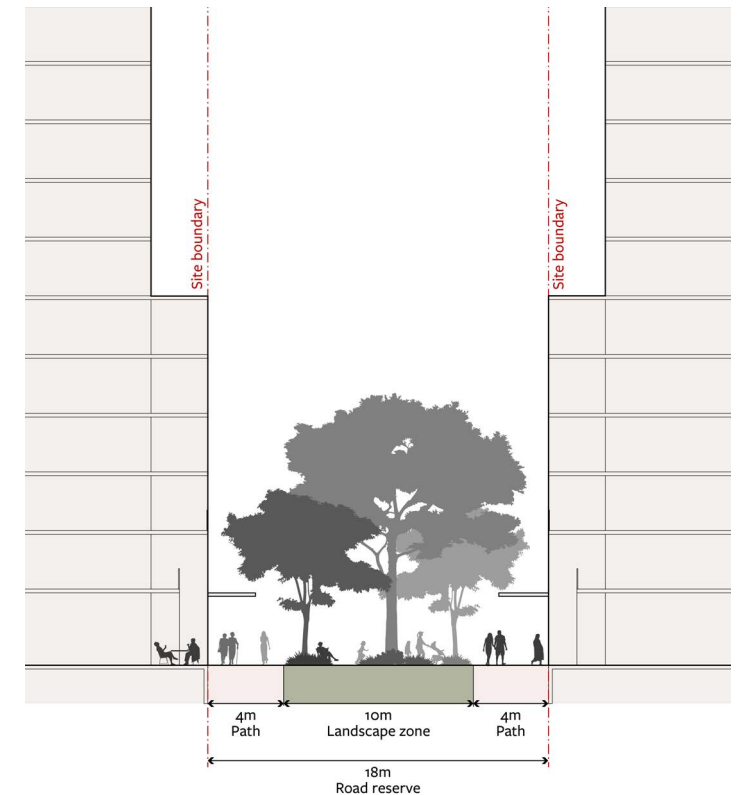


Figure 35. Main East-West Radial Typical Section

## Secondary Roads/ Streets

Secondary Streets will form a more traditional street for vehicle servicing. On-street parking and loading zones will be provided, along with pedestrian footpaths and street tree planting. Nodes will be provided at key east-west connections, with pedestrian crossings, footpath widening and public seating.

Secondary streets will contribute towards a slow speed, pedestrian-friendly street environment. They will provide on street parking, have street tree planting and enable vehicle access to service buildings.

Secondary roads reserves will be a minimum of 15m wide with a defined street wall height of 4-6 storeys will establish a clear datum line that effectively frames the street



Figure 36. Secondary Roads/Streets future character

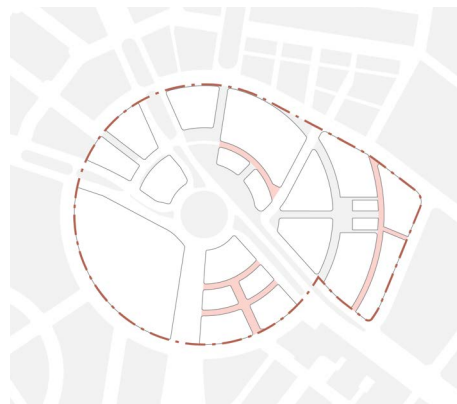


Figure 37. Secondary Roads/Streets Key Plan

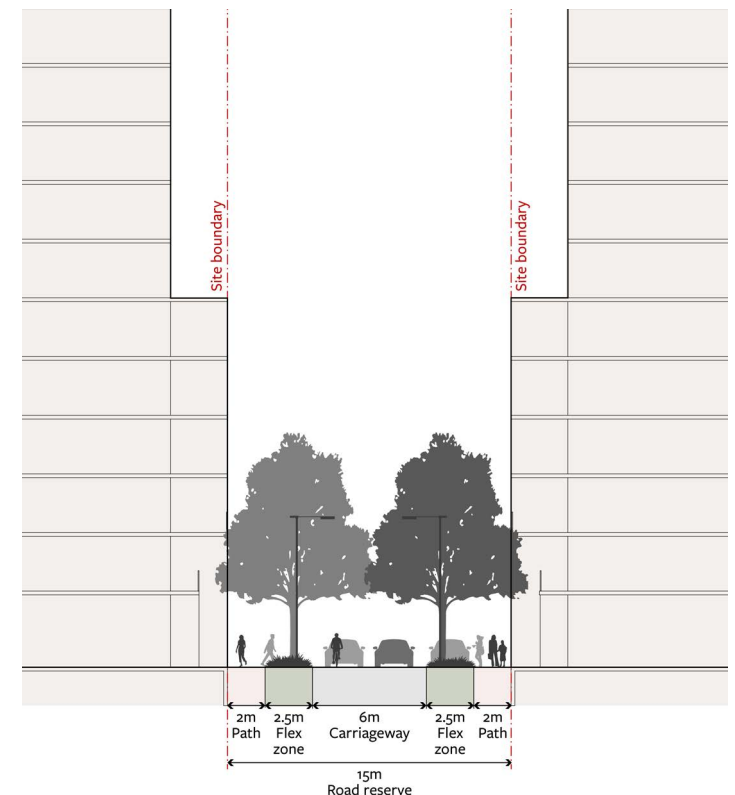


Figure 38. Secondary Roads/Streets Typical Section

## Causeway Axis

The Causeway will form the primary north-south visual connection through Section 26. It will function as a linear park with a central landscape zone, creating a strong landscape character, be a minimum of 12m wide and inclusive of pedestrian walkways along the defined street wall height of 4-6 stories.



Figure 39. Causeway Axis future character

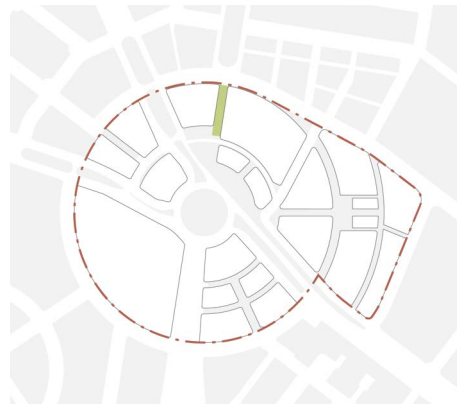


Figure 40. Causeway Axis Key Plan

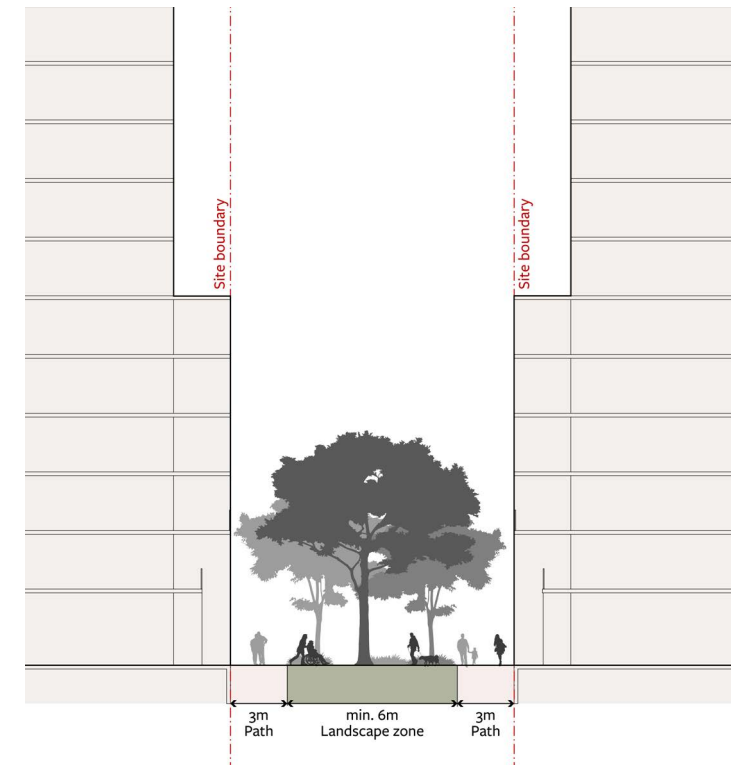


Figure 41. Causeway Axis Typical Section

## 4.5 Landscape Character

The public domain should be abundantly green to support native flora and fauna and provide amenity to residents and visitors.

The landscape design should reinforce the 'Bush Capital' and respond to the unique climate with plant species chosen for their effectiveness and adaptability to Canberra's climate.

A balance of locally endemic and introduced species that attract local wildlife and reduce heat islands and maximise shade.

The landscape design will support natural systems and biodiversity, whilst managing urban heat, water reticulation and quality. The landscape network will ensure:

- The design of the public domain shall be responsive to place, character and context, referencing both the natural environment and urban framework. The spatial layout of the public domain will enable ease of use by people, and be accessible, legible and navigable.
- Water sensitive design initiatives will be incorporated into streets and site design with a focus on revealing, collecting, treating and utilising water on site through permeable surfaces, rain gardens, and sustainable drainage systems to improve stormwater management and ecological values.

- Private developments are to supplement the public domain with outdoor areas for residents to enjoy, including private and communal spaces such as gardens, accessible rooftops and courtyards.



Figure 42. Image of landscaped streets serving as the 'backyard' for residents to connect (OCULUS)

## 4.6 Height

As a key eastern gateway, the Hume Circle Precinct renewal will support the Griffin Legacy, by focusing height on the circle to emphasise its role as an urban gateway alongside protections for solar access to the public realm.

Height between the centre of Hume Circle and the Inner Circle (Hely Street alignment) is lower allowing the existing dispersed “buildings within a landscape” to define the inner gateway experience.

Taller buildings up to RL 617 are to be focused on ‘The Circle’ (extension of McMillan Crescent) where an urban block can be achieved within the circular geometry that allow for adequate building separation and solar access to public and private space.

This reinforces the reading of the circular Griffin geometry at the gateway and enables future extension of the taller height zone around McMillan Crescent within the existing street and block network.

Heights will be modulated to ensure public amenity requirements for open space are met with the Village Commons being provided with a minimum of 2 hours direct sunlight access to 50% of the ground plane in the Winter Solstice.

Heights to Dalby Street will step down with the falling topography providing a transition to the markets and light industrial precinct further east.

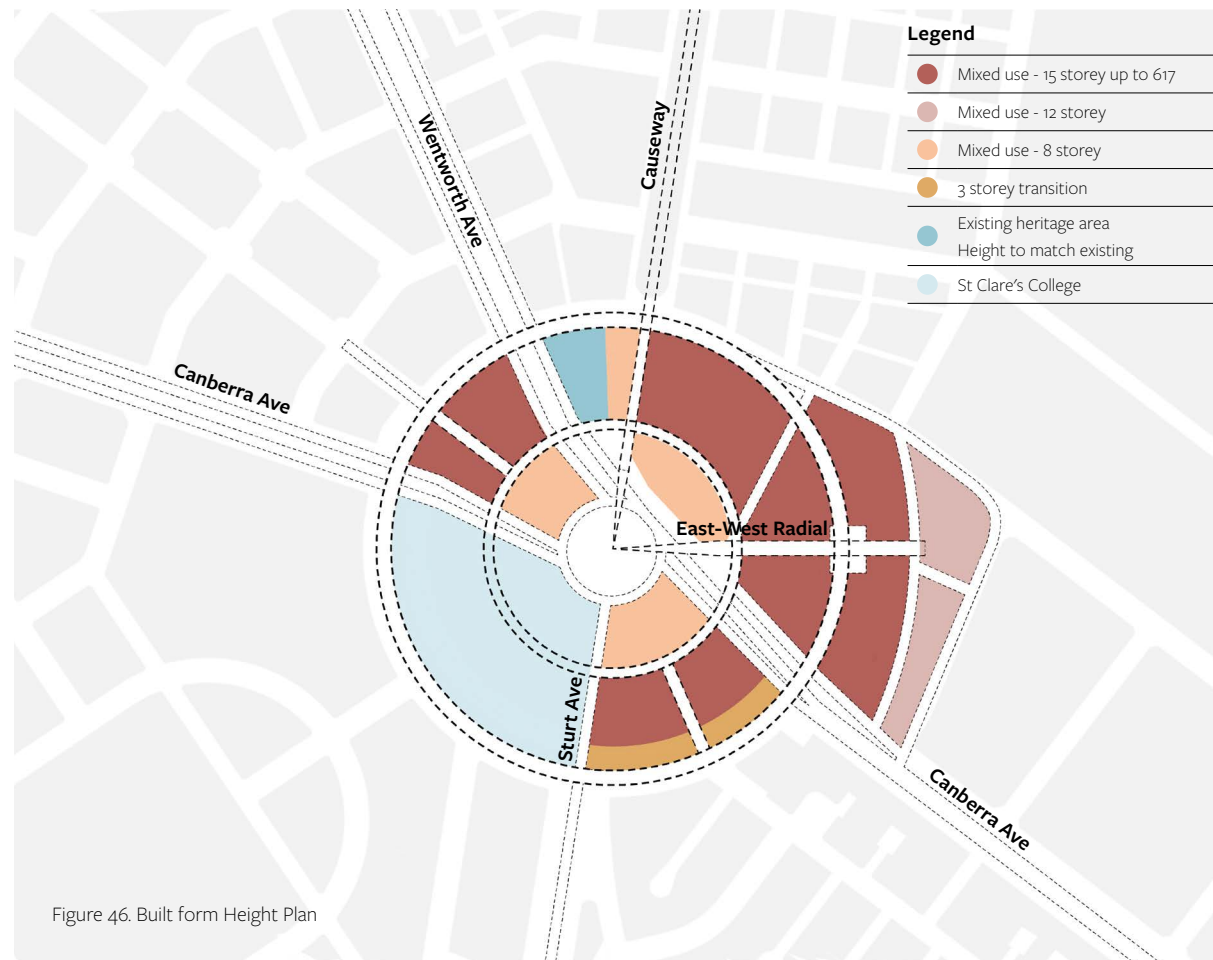


Figure 46. Built form Height Plan

## 4.7 Massing

To meet the objectives of a high-quality pedestrian environment that creates human-scaled streets, and through which the Griffin geometry can be read, the shaping of built form as it addresses the streets and open spaces is critical.

To meet these objectives, the development of building mass will need to address the varying conditions of an urban marker or street wall buildings (with podium and tower arrangement).

Urban Markers are:

- generally located at key intersections and corner sites
- visually prominent within the urban fabric to support wayfinding at key moments along streets

Street Wall Buildings are:

- to follow the radial or axial geometry for all podiums up to the street wall height and deliver to the pedestrian a delightful experience of the Griffin plan
- oriented to optimise solar access to private apartments for amenity above the street wall and within private courtyards to provide adequate amenity, visual separation and minimising the experience of height from the street

In meeting the Main Radials and Streets, buildings will generally provide a 1:1 street width to building height ration (generally 6 storeys) with varied setbacks available within the following zones.

Taller Building Zone:

- minimum 3m setback from predominant street wall, increasing as required to achieve minimum building separations



Figure 47. Image showing building setbacks and surrounding landscape character (Bates Smart)



Figure 48. Illustrative Master Plan of the Hume Circle Precinct (OCULUS, Warren & Mahoney)

## 4.8 Promoting Good Design

The Hume Circle Urban Design Framework enables the creation of new homes for thousands of Canberra's. Through the considered application of Urban Design, Architectural, Landscape, and Engineering disciplines the Hume Circle Precinct will foster a sense the development of community and create a place where people 'want to live'.

Diverse types of high-density housing provide an important part of the overall housing mix of the city. When appropriately designed and situated in a considered precinct with good access to communal and social spaces, they can provide homes for all stages of life that provide a high level of amenity to their residents.

The design for each building should prioritise resident amenity, accessibility and longevity through the consideration of the following principles:

- Building layouts should optimise the access to natural light for dwellings, with the living spaces given highest priority.
- Taller forms should be located and oriented to optimise solar access to public and private landscape spaces.
- Optimise access to fresh air and cross ventilation through the appropriate sizing of building floor-plate, placement of cores and articulation.

- Building entries that are legible, safe and welcoming. The location of entries should consider accessibility, equity and community.
- Private outdoor spaces such as balconies or courtyards should be well proportioned for comfort and functionality.
- Constructed with robust materials that are selected for their low maintenance properties, enduring quality and ability to achieve internal comfort and thermal performance.
- Designed to be respectful of the surrounding context. Well designed homes that are appropriate for climate, context and resident will be successful over an long period.
- Locate parking, vehicle access and services to minimise the impact on public or resident amenity.
- Provide active ground levels, including well sited ground floor dwellings to promote safety, passive surveillance and community engagement.

The Hume Circle masterplan has considered the dimension of the individual development lots, along with the layout of public spaces, roads and landscaped areas to enable buildings to be well separated, promoting access to natural light regardless of orientation. The proposed massing and height principles promote good solar access to private landscape spaces, visual privacy between dwellings and views to landscape or the broader context. The Urban Design Framework enables the design of individual buildings to meet these objectives.



Figure 49. Wentworth Quarter, Wentworth Point NSW (Bates Smart)



Figure 50. Wentworth Quarter, Wentworth Point NSW (Bates Smart)

## 4.9 Building Articulation

The design of façades contributes greatly to the visual interest of the building and the character of the local area.

Façades that face the street have an impact on the public domain, while side and rear façades often influence the amenity of neighbouring buildings and communal and private open spaces.

High quality façades are a balanced composition of building elements, textures, materials and colour selections. Well-designed façades also reflect the use, internal layout and structure of an apartment building.

The composition and detailing of a facade is not only important to the appearance of the building, it also influences its perceived scale. The pattern and repetitions of the facade, the proportions and articulation of external walls and the detailed design of facade elements are all important considerations.

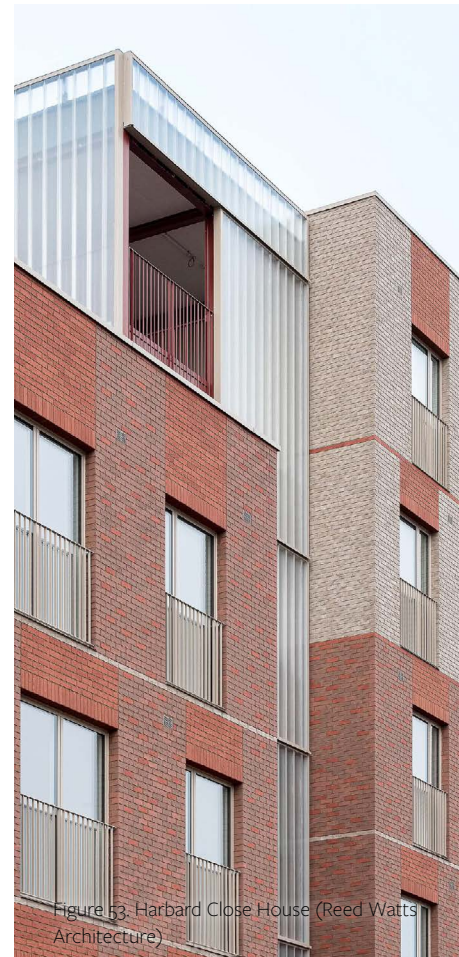


Figure 51. Image of potential community spaces including children's play and sheltered landscape for respite and relaxation (OCULUS)

## 4.10 Character and Materiality

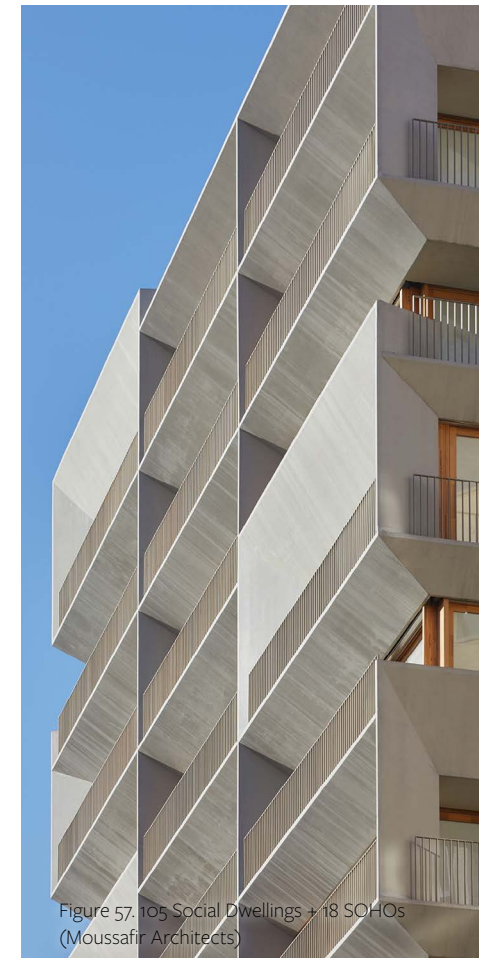
Buildings throughout Hume Circle should be constructed of high quality, durable materials to enhance the experience of the public realm and create a precinct that ages well over time.

To visually break up the perceived scale of built form, buildings should be composed of distinct podium and tower forms. These volumes may be distinguished by setbacks and variation in architectural expression.



Buildings should respond to their orientation through sun shading strategies where appropriate. The consideration of façade depths and external sun shading elements should contribute to the overall architectural expression of buildings and create visual interest by providing additional texture and articulation.

Articulation of built form achieved through the consideration of setbacks and variation in architectural expression, materiality, and colour.



## 4.11 Traffic and Car Parking

Vehicle access must be integrated early in site planning to balance traffic flow, streetscape, and pedestrian safety. Parking within apartment buildings significantly influences site layout, landscape and design, with options for underground, above-ground, or at-grade solutions. Shared basement parking between buildings is encouraged to reduce access points, support landscaping, and minimize ground-level impact.

To improve traffic capacity, connectivity with surrounding streets and the broader road network is essential, including at least two direct links to arterial roads. These upgrades must align with the Hume Circle road network improvements and integrate with the East Lake Place Plan for a coordinated approach.

Development of each lot must demonstrate the access and parking capacity of the proposed development, and its impacts on the transport network and surrounding area.

There is no fixed minimum parking rate, but additional on-site or off-site parking may be required based on public transport capacity, future needs, and parking availability at the time of development. Parking for bicycles, motorcycles, and car-sharing schemes must meet NCA standards.

Additional parking must be provided for bicycles, motorcycles and vehicles owned and operated under carsharing scheme to the satisfaction of the National Capital Authority.

On-street car parking and conveniently located bicycle parking will be provided to support retail uses, pedestrian amenity and after-hours activity.

Large off-street permanent surface car parks are to be avoided; car parking is to be accommodated in basements or in above-ground structures concealed from public areas by habitable building façades.

The realisation of this Hume Circle masterplan will deliver some 6,000 new homes for Canberrans, and contribute 20% of the ACT Government's target of 30,000 new homes by 2030.

Its central location and close proximity to both current and proposed future transport, cultural and social infrastructure make it an ideal location for infill development consistent with the objectives of the *National Urban Policy* and the *ACT Government Planning Strategy 2018*.

Hume Circle will be an exemplar of urban regeneration, retrieving key aspects of the Griffin Plan and creating a thriving, connected, and sustainable community for Canberra.





# Hume Circle Precinct Code

## Contents

Precinct location.....	3
Background .....	4
Objectives for Hume Circle Precinct.....	5
Land use for Hume Circle Precinct .....	5
Detailed conditions of planning, design and development .....	8
General.....	8
Building height .....	9
Building form, massing, and quality .....	10
Massing.....	11
Building Separation .....	11
Design quality .....	11
Street hierarchy and movement network .....	12
Proposed New Shared way – ‘The Circle’ .....	13
Secondary Streets.....	14
Main East-West Radial.....	15
The Causeway Radial .....	15
Landscape network .....	16
Parking and access.....	16
Parking location and design .....	16
Electric vehicle infrastructure .....	17
Special provisions – Town Square .....	17
Intent .....	17
Design criteria.....	18
Sustainability and environment .....	19
Residential apartment design.....	20
Natural ventilation.....	20
Ceiling heights .....	21
Apartment size and layout .....	23
Private open space and balconies .....	24

Common circulation and space ..... 24  
Apartment mix ..... 24

## Precinct location

The Hume Circle Precinct is located at the junction of Canberra Avenue, Sturt Avenue and Wentworth Avenue. Broadly, the outer boundaries of the circle are formed by McMillan Crescent and extend to the southern boundary of Mildura Street and the western boundary of Dalby Street.

Figure 1 illustrates the location of the Hume Circle Precinct.

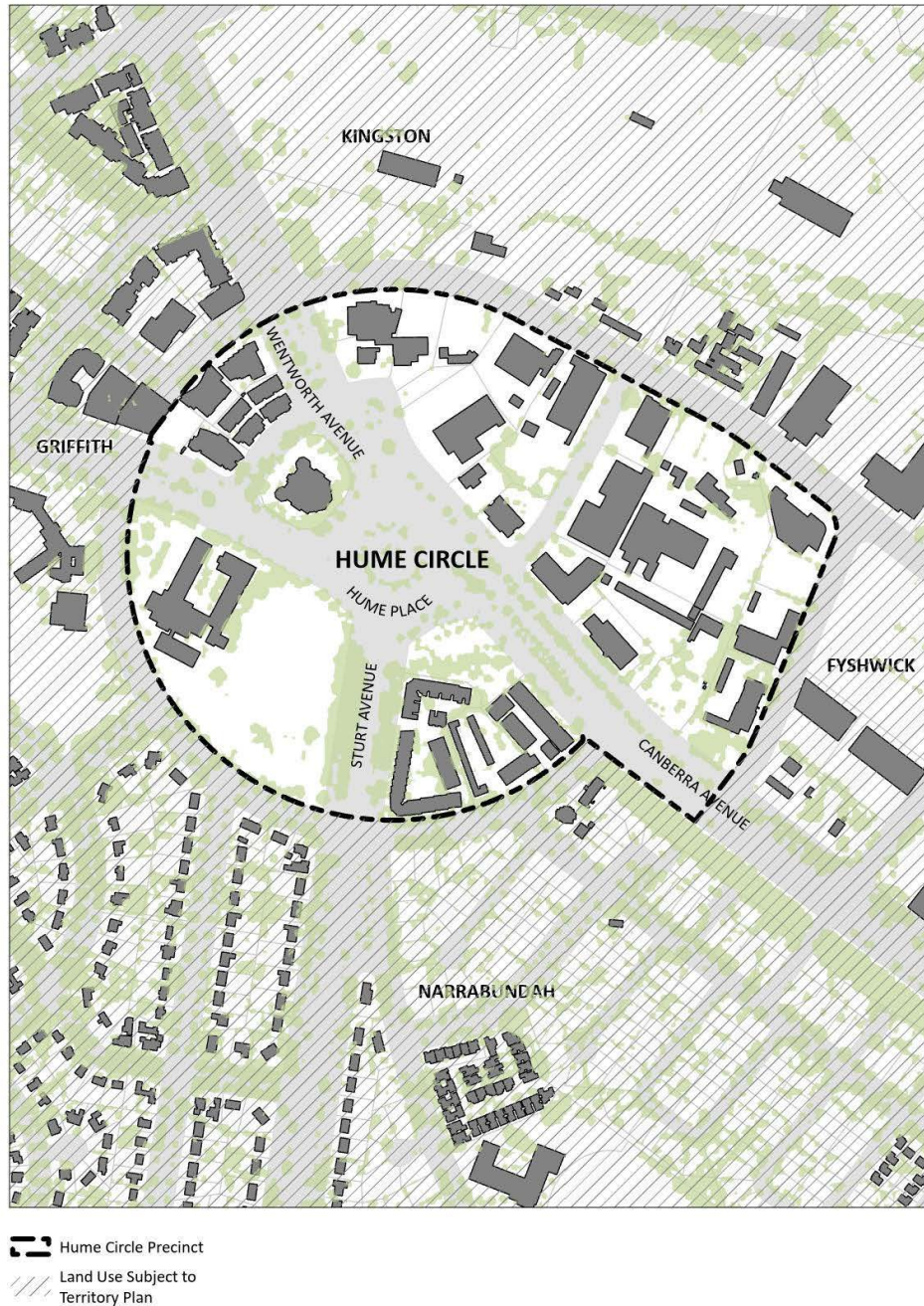


Figure 1: Hume Circle Precinct location

## Background

The Griffins' plans for Canberra envisaged the main avenues and approach routes as axial lines and principal ordering elements of the city. The sequence of arrival to the National Capital and the Central National Area was consciously orchestrated in the Griffins' plans through a series of gateways and scenic approaches.

The junctions between the main avenues were planned to be important gateways to the National Capital marked by elegant rond points framed by mixed land use and higher-density urban form. Hume Circle is part of the major eastern approach route, and completes one corner of the triangle between Mount Ainslie, Capital Hill and Hume Circle.

Within the 1918 Griffin Plan, a circular street layout was adopted for Hume Circle with surrounding blocks subdivided by a series of radial streets emanating from the centre of the Circle with urban density situated on land adjacent the Hume Circle circumference. By completing Hume Circle (through an extension of McMillan Crescent), establishing the radial geometry, and establishing a higher-density urban form, many aspects of the 1918 Griffin Plan can be retrieved in a modern context.

Urban renewal of the Hume Circle Precinct will provide a unique opportunity to revitalise, embed design excellence, and celebrate Canberra's unique landscape character while placing high value on human scale public places that prioritise pedestrians, cycling, and public transport. It will enable more people to live in proximity to employment hubs, social and cultural infrastructure, and sustainable public and active travel transport options.

Hume Circle will become an elegant and vibrant mixed-use precinct linking the central south-east to Parliament House via Canberra Avenue to Commonwealth Avenue into the city centre. This will be supported by an integrated greenspace network with broad tree-lined corridors that emphasise the radial axis from Hume Circle and integrate outdoor dining and street parking to create vibrant and attractive spaces. It will ensure a unified landscape and built form that responds to vision, place, community, character, and function.

There is a National Capital interest in ensuring that:

1. The Hume Circle precinct is developed as a high-quality urban node.
2. Building massing and form appropriately respond to the Griffin geometry of and surrounding Hume Circle.
3. The symbolic importance of Canberra Avenue as a Main Avenue and its function as a key access corridor to the city is protected and supported through high quality design in architecture, landscape, and public realm.

## Objectives for Hume Circle Precinct

1. Develop Hume Circle as an exemplar of urban regeneration which will welcome visitors from the east and provide a gateway to the Central National Area.
2. Restore and emphasize the Griffins' vision by:
  - completing Hume Circle through an extension of McMillan Crescent
  - reinstating the intent of the radial geometry contemplated by the 1918 Griffin Plan including axial streets and a visual connection along The Causeway axis.
3. Transform the existing traffic character of Hume Circle to a vibrant 'people place'.
4. Create a prestigious place showcasing design excellence and sustainability in landscape, architecture, and the public realm.
5. Establish higher order land uses on land currently used for road reservation and light industry (warehouses), commensurate with the potential prestige of the location.
6. Realise the advantages of the location as a public transport and employment node at the intersection of significant main avenues.
7. Optimise accessibility to surrounding public infrastructure, transport, employment and recreation areas afforded by the site's proximity to key centres such as Kingston, Manuka, Parliament, Airport, Fyshwick, Kingston Foreshore and Civic.
8. Provide a mix of land-uses and buildings of sufficient density to attract activity and investment.

## Land use for Hume Circle Precinct

Land use for the Hume Circle Precinct should be in accordance with Figure 2.

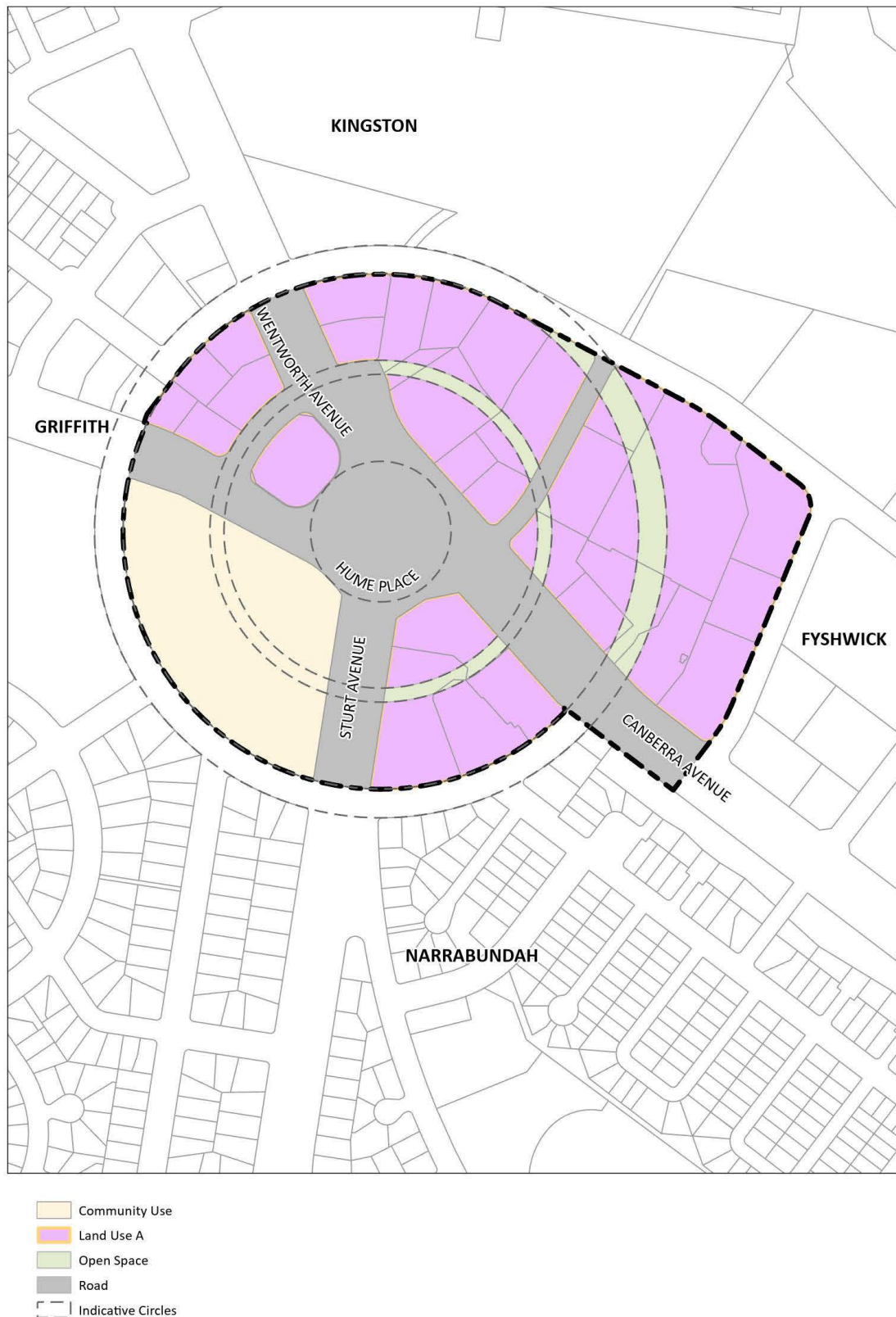


Figure 2: Land use for the Hume Circle Precinct

Permitted land uses for 'Land Use A' are:

- Administrative Use
- Aquatic recreation facility
- Bank
- Bar
- Café
- Car Park
- Child Care Centre
- Club
- Commercial Accommodation (limited to Hotel, Motel, and/or Serviced Apartment only)
- Community Facility
- Community Protection Facility
- Consulting Rooms
- Cooperative Society
- Cultural Facility
- Diplomatic Mission
- Education Establishment
- Health Centre
- Indoor Recreation Facility
- Landscape Buffer
- Office
- Open Space
- Park
- Pathway Corridor
- Personal Service Establishment
- Place of Assembly
- Public Utility
- Residential
- Restaurant
- Retail
- Road
- Social/Community Facility
- Tourist Facility

Land shown as Open Space must be developed in accordance with the 'Special Provisions – Town Square' set out in the detailed conditions of planning, design and development of this Precinct Code.

# Detailed conditions of planning, design and development

## General

1. The primary radial and circular structuring geometry of the Hume Circle Precinct should be developed and maintained to reinforce the Griffin Plan including:
  - i. The completion of Hume Circle by extending McMillan Crescent through Section 6 Fyshwick and Section 26 Griffith. The completed Circle will be publicly accessible and provide a pedestrian-prioritised connection from Canberra Avenue through to Mildura Street.
  - ii. The creation of a new east-west radial link emanating from the centre of Hume Circle through Section 6 Fyshwick must be developed and function as a publicly accessible pedestrian-prioritised boulevard.
  - iii. The creation of a visual connection through Griffith Section 26 along the original Causeway alignment.
2. Canberra Avenue will be reinforced as an approach route from the east and Hume Circle reinforced as a gateway to the National Capital by establishing urban density around the Hume Circle circumference as contemplated by the 1918 Griffin Plan. Built form along Canberra Avenue should be developed to reinforce the traveller's first perception of the city's character and emphasise the special symbolic and functional significance of the National Capital.
3. Streets and pathways should form a well-connected, accessible network linking development within the precinct to the surrounding areas and broader travel networks. Design should focus on prioritising pedestrian, cycling, and public transport connections.
4. Development of the Hume Circle Precinct should complement and be integrated with that in the broader Eastlake area.
5. Public spaces should be designed to be safe, comfortable, pedestrian-scaled, and well-connected, encouraging walking, public transport use, and a reduced reliance on cars.
6. Designs should be developed which are Connected to Country and which appropriately respond to the historic significance of the area.
7. Streets, buildings, and public spaces should be designed for accessibility, diversity, and resilience, supporting long-term adaptability and innovation in urban development.
8. Appropriate deep soil planting should be incorporated into the design of both public and private spaces to enhance sustainability, resilience, and contribute to living infrastructure.

9. Development should respect and enhance the unique characteristics of each site while complementing surrounding buildings and future urban growth.
10. Architecture should embrace contemporary styles and materials, with engaging street-level design and careful attention to relationships between buildings and the public realm.
11. High standards of urban design, landscape, sustainability, architecture, and social inclusion should define all development, ensuring the area reflects the significance of the National Capital.
12. Urban design should prioritize flexibility, allowing buildings and public spaces to adapt to changing uses and community needs over time.
13. The natural topography should be integrated with the built form to maintain the visual and symbolic links to key landmarks.
14. Leading practices with respect to environmentally sustainable development should be prioritised. Sustainable building design, landscape and green infrastructure should contribute to a low-carbon, climate-resilient urban neighbourhood.
15. For major development proposals, a detailed masterplan must be approved by the National Capital Authority prior to application for works approval. Any masterplan must address (at a minimum):
  - a. detailed land uses
  - b. architectural design
  - c. subdivision and staging
  - d. access, road layout, and car parking arrangements
  - e. landscape structure and open space
  - f. streetscape
  - g. lighting
  - h. design quality.

## Building height

Maximum permitted building heights in the Hume Circle Precinct are shown in Figure XX and must accord with the following principles:

- urban density and building heights up to RL 617 are to be situated on land surrounding the completed Hume Circle (McMillan Crescent extension)
- building height along Canberra Avenue is generally reduced to RL600 to appropriately respond to its function as the eastern approach route to the Central National Area
- building heights to the inner circle directly surrounding the Canberra Avenue, Wentworth Avenue, and Sturt Avenue intersection are permitted to RL598 to allow 'buildings within a landscape' to define the inner gateway experience

- building heights to Dalby Street are permitted to RL607, which, together with the falling topography of this area, provide a transition to Dalby Street and beyond
- building heights adjacent to heritage items (near the Dairy Site) appropriately respond to the heritage fabric and context of the site, to a maximum of RL617 where appropriate.

Where building height is permitted to RL617, no building elements or structures are to exceed this limit.

Where building heights are permitted to RL598, RL600, or RL607, building elements above these limits are permitted to accommodate roof top plant and equipment, and to facilitate roof top access and enjoyment of roof top spaces including communal gardens and recreation spaces. No habitable room is permitted above maximum prescribed height limits.

The location, siting and design of buildings must ensure that reasonable levels of solar access, amenity and privacy is maintained to adjoining properties.

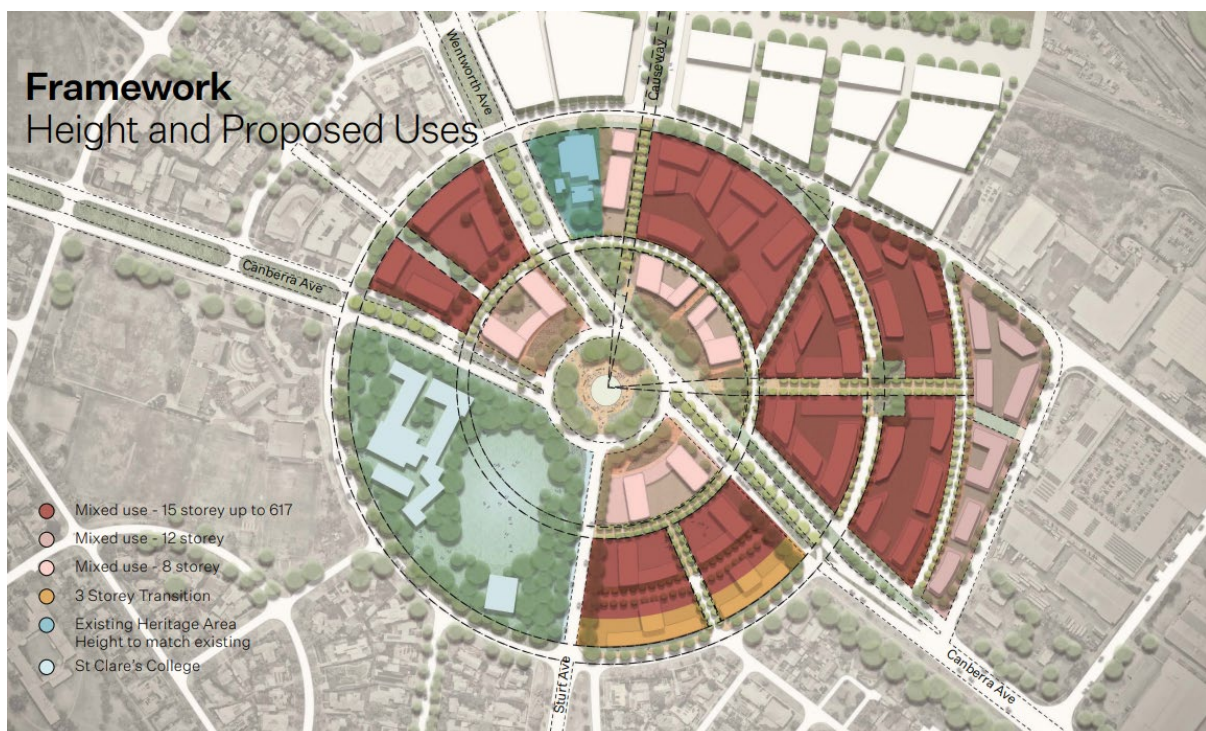


Figure 3: Hume Circle Precinct - Building height framework

## Building form, massing, and quality

Building design should consider the establishment of podium level structures with a street wall which reinforces the proposed geometry and provide legibility while supporting pedestrian movement and landscaping strategies.

## Massing

The development of building massing must address the key structuring elements of the precinct by reinforcing the Griffin geometry at podium levels, with towers allowed to orient to maximise amenity. Prominent urban markers should be created as wayfinding landmarks and key moments within the precinct, supported by street-wall buildings that follow the radial or axial geometry that accentuates the pedestrian experience at ground level as shown in **Figure 6**.

To visually break up the perceived scale of built form, buildings should be composed of distinct podium and tower forms. These volumes may be distinguished by setbacks and variation in architectural expression.

## Building Separation

Separation distances should contribute to the urban form of the area and amenity for apartments and open spaces between buildings.

For apartment buildings, separation must safeguard visual and acoustic privacy, outlook, natural ventilation, and daylight access within dwellings.

Minimum separation distances for buildings are to conform to:

<i>Building height</i>	<i>Minimum separation distance</i>		
	<i>Between habitable rooms/balconies</i>	<i>Between habitable rooms and non-habitable rooms</i>	<i>Between non-habitable rooms</i>
Up to 4 storeys (~12 metres)	12 metres	9 metres	6 metres
Up to 8 storeys (~25 metres)	18 metres	12 metres	9 metres
9 storeys and above (>25 metres)	24 metres	18 metres	12 metres

Where land uses other than residential are proposed or exist, office windows and the like should be considered as habitable space. Service and plant areas, or circulation spaces, should be considered as non-habitable.

Building separation distances may need to be increased to achieve adequate sunlight access and privacy for building occupants, and to improve communal open space and public domain outcomes.

## Design quality

Development proposals must demonstrate:

- how the proposal responds to the objectives for the precinct and how it contributes to the surrounding area
- inclusive and universal design to ensure that Hume Circle Precinct is a place for everyone and that equitable access is provided
- the durability of buildings and the public realm to provide a place that is long-lasting and adaptable for future needs
- sustainable design that contributes to the local economy, and promotes

Buildings throughout the Hume Circle Precinct must demonstrate design excellence and be constructed of high quality, durable materials to enhance the experience of the public realm and create a precinct that ages well over time.

Buildings should respond to their orientation through sun shading strategies where appropriate. The consideration of façade articulation, depth, and external sun shading elements should contribute to the overall architectural expression of buildings and create visual interest and human scale at the street interface.

Buildings may be subject to independent design review.

## Street hierarchy and movement network

A series of streets, laneways and pedestrian connections will provide access, amenity and connectivity throughout the precinct. The street hierarchy and structure should:

- prioritise pedestrian movement, connectivity and comfort, followed by that for cyclists, then private vehicles
- provide vehicle access through the precinct and reinforce objectives for the precinct through the 'Main Curve' and 'Secondary Curve' as well as proposed new secondary streets and shared ways
- provide additional pedestrian and cycle connectivity as well as valuable recreational, ecological and visual amenity to the precinct through the 'Main Radial' through Fyshwick Section 6
- ensure that tree canopy cover is maximised across the street network to provide shade, visual amenity and ecological benefits, and ensure that sufficient tree soil volumes are provided to support tree canopy growth
- include low level planting along streets that exhibits a local character and is suited to local growing conditions
- prioritise low level plantings in verges in preference to turf and hard landscape treatments
- be designed to accommodate all potential users and abilities

- provide regular seating opportunities along streets, laneways and connections.

Figure XX illustrates an indicative street and connection network for the Hume Circle Precinct.

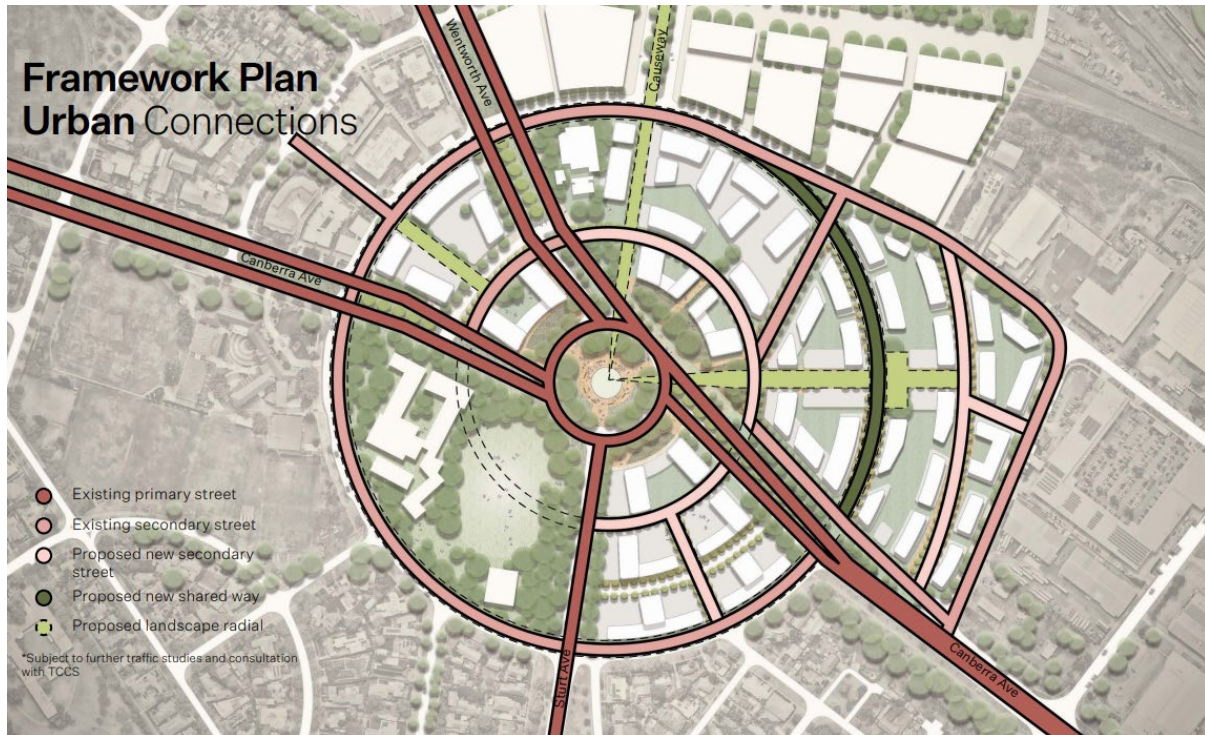


Figure 4: Hume Circle Precinct – Indicative street hierarchy and movement network

STREET CLASSIFICATION	PURPOSE	MINIMUM WIDTH
<b>Proposed New Shared way</b>	<b>The primary north-south connector and linear open space through Section 6, completing Hume Circle and providing a pedestrian prioritised shared street.</b>	<b>18m</b>
<b>Secondary Streets</b>	<b>Pedestrian-friendly, slow-speed two-way street providing the main internal road access and servicing function to the Precinct</b>	<b>15m</b>
<b>Main East-West Radial</b>	<b>A linear open space acting as a green spine and primary connector</b>	<b>18m</b>
<b>Causeway Radial</b>	<b>A landscape extension of the Causeway axis, providing visual connectivity to Mount Ainslie.</b>	<b>12m</b>

### Proposed New Shared way – ‘The Circle’

The proposed New Shared Way completes ‘The Circle’ and should be primarily pedestrian in nature, with limited vehicle use accommodated within low-speed shared zones. It should have an asymmetric cross section with a one or two-way flush carriageway and landscape zone to the centre, and 3 metre wide pedestrian walkways along the built form edges.

Design guidance for the proposed New Shared Way:

- low speed, shared street environment with pedestrian priority
- flush paving treatment (no raised kerbs)
- functions as linear park
- pedestrian walkways to built-form edges
- significant tree and low-level planting
- a defined street wall height of 4-6 storeys should help to create a clear datum line that helps to frame the street.

Figure XX illustrates an indicative streetscape section for the New Shared Way.

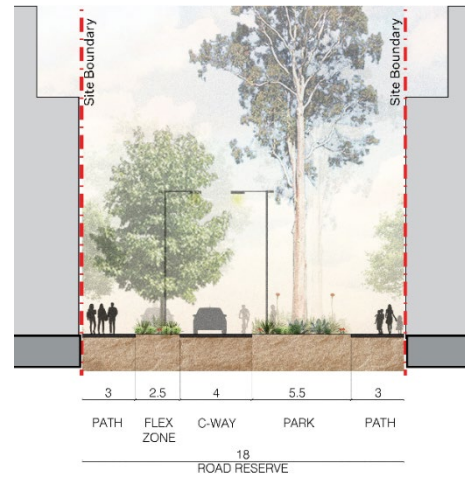


Figure 5: New Shared Way - Indicative streetscape section

## Secondary Streets

The Secondary Streets will form a more traditional street for vehicle servicing. On-street parking and loading zones will be provided, along with pedestrian footpaths and street tree planting. Nodes will be provided at key connection points, with pedestrian crossings, footpath widenings and public seating.

Design Guidance for Secondary Streets:

- slow speed, pedestrian- and cycle-friendly street
- vehicle servicing and access function
- on-street parking
- street tree plantings
- footpath extensions/nodes at key east-west linkages
- a defined street wall height of 4-6 storeys should help to create a clear datum line that helps to frame the street.

Figure XX illustrates an indicative streetscape section for Secondary Streets.

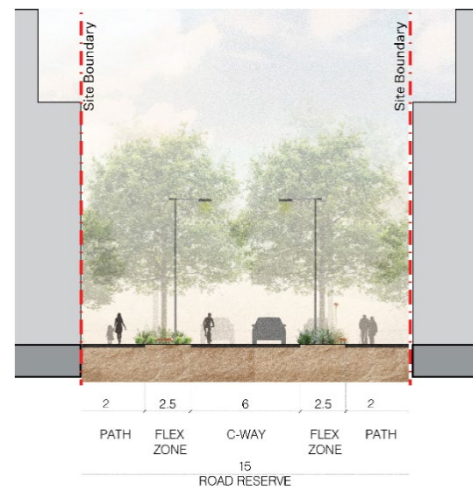


Figure 6: Secondary Streets - Indicative streetscape section

## Main East-West Radial

The Main East-West Radial will form the primary east-west pedestrian link through Fyshwick Section 6. It will have a strong landscape character and will function as a linear park with a central 10m wide landscape zone and 4m wide pedestrian walkways along the built form edges.

Design Guidance for Main East-West Radial:

- pedestrian and cycle only link
- functions as linear park
- pedestrian walkways to built-form edges
- central landscape zone
- significant tree and low-level planting
- a defined street wall height of 4-6 storeys should help to create a clear datum line that helps to frame the pedestrian link.

Figure XX illustrates an indicative streetscape section for the Main East-West Radial.

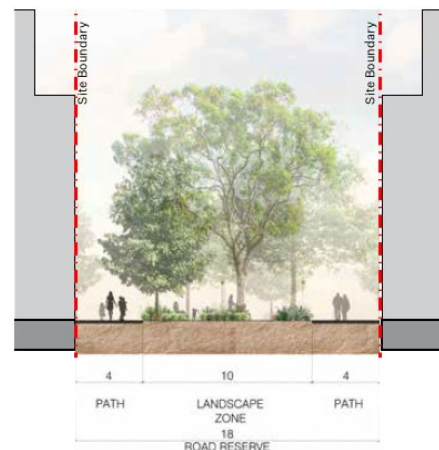


Figure 7: Main East-West Radial - Indicative streetscape section

## The Causeway Radial

The Causeway Radial will form the primary north-south visual connection through Griffith Section 26 along the Causeway alignment. It will function as a linear park with a central landscape zone, creating a strong landscape character.

Design Guidance for The Causeway Radial:

- provide a visual connection link
- frame views to Mount Ainslie
- create a central landscape zone
- significant tree and low-level planting.

Figure XX illustrates an indicative streetscape section for The Causeway Radial.

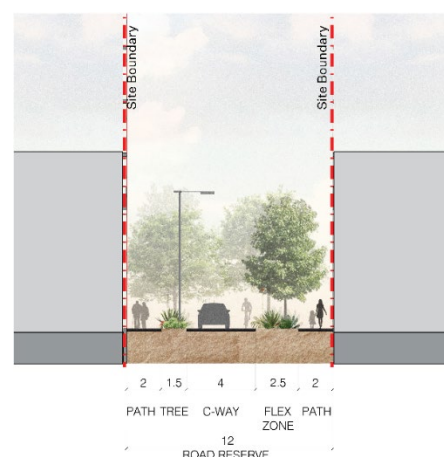


Figure 8: The Causeway Radial - Indicative streetscape section

## Landscape network

The landscape structure and character across the precinct must contribute to reducing the urban heat island effect and create cool, comfortable, shaded environments.

The Hume Circle Precinct must include a spectrum of publicly accessible spaces, communal spaces and private spaces that will be places of respite and recreation. They will support natural systems and biodiversity, whilst managing urban heat, water reticulation and quality.

Publicly accessible and private communal open spaces must complement each other and collectively contribute to precinct amenity, deep soil planting, and connectivity. The open space elements must together form a cohesive and connected public domain.

Private open space at ground level must complement the public open space by adding to precinct connectivity, providing through-site links, enabling views of private open space from the public domain (and vice versa), and adding to precinct canopy cover, and landscape area.

## Parking and access

### Parking location and design

Parking must be carefully planned and designed to avoid dominating the public realm or adversely impacting landscape amenity within the precinct. Carpark and service vehicle access is preferred along existing Dalby Street, Leeton Street, Mildura Street, and Canberra Avenue service road frontages where possible.

Car parking is to be accommodated in basements or in above-ground structures concealed from public areas by habitable building façades. On-grade parking is discouraged and will only be permitted if the following criteria are met:

- parking is located away from Canberra Avenue and major cross streets
- cars are screened from view to the maximum extent possible of streets, buildings, communal and private open space areas
- parking is incorporated into the landscape design of the site, by extending planting and materials into car parking spaces
- light coloured paving materials or permeable paving systems are used and shade trees are planted between every 4-5 parking spaces to reduce increased surface temperatures from large areas of paving.

There is no mandatory minimum parking provision rate in the precinct. Car parking for new developments is subject to individual assessment and approval by the National

Capital Authority. Development proposals must be accompanied by a traffic and parking report prepared by a suitably qualified traffic engineer.

Development proposals must demonstrate the access arrangements and parking capacity with associated impacts on the transport network and surrounding area.

Consolidated basement parking should be prioritised between buildings where possible to support limited access points and reduced impact to the ground plane of buildings. Consolidated basements will also support the achievement of deep soil planting and landscape amenity principles in publicly accessible spaces.

On-street car parking and conveniently located bicycle parking to support retail uses, pedestrian amenity, and after-hours activity should be provided.

Additional parking must be provided for bicycles, motorcycles, and vehicles owned and operated under car-sharing schemes to the satisfaction of the National Capital Authority.

### Electric vehicle infrastructure

Development proposals must demonstrate that buildings will be Electric Vehicle (EV) ready and accommodate EV charging infrastructure. This includes ensuring that parking spaces include appropriate wiring, a covered outlet, and a final connection point for an EV charger. Capacity, wiring provision and load management must also form part of infrastructure considerations.

At a minimum, the following EV ready infrastructure must be provided for parking spaces associated with Residential and Commercial Accommodation uses:

- A minimum of one EV ready parking space must be provided for each residential dwelling, or for every 4 Commercial Accommodation units.
- At least 1 car parking space per 4 visitor car parking spaces must be EV ready.
- Where separate parking is provided for bicycles and/or motorbikes, charging facilities are provided.

For ancillary commercial uses, a minimum of 20% of parking spaces allocated to this use, for both staff and visitors, must be EV ready.

### Special provisions – Town Square

#### Intent

The Town Square open space will provide amenity and outdoor recreation facilities for residents and the public alike. It will contribute to the appeal of development and contribute to the well-being of residents.

The space will act as a key food and beverage anchor for the precinct as a whole, with active retail frontages. Its central location at the intersection of the primary east-west radial and north-south curved open space linkages provides good visual and physical accessibility.

Figure XX shows an indicative Town Square proposal. Final design of this space must reflect the design criteria below.

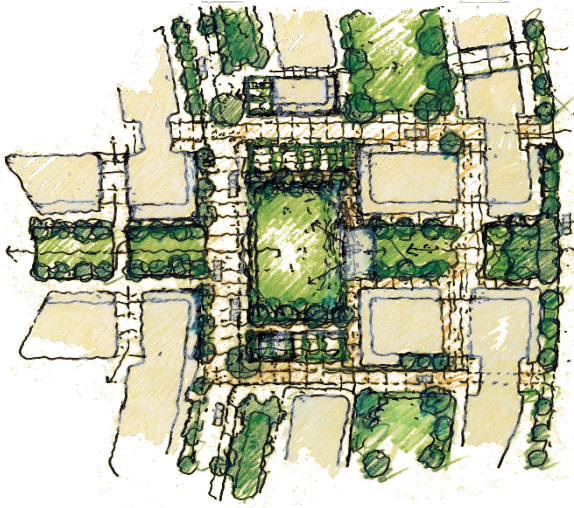


Figure 9: Indicative Town Square design

## Design criteria

The Town Square:

- shall be located at the intersection of the primary east-west radial and the restored Hume Circle on Section 6 Fyshwick
- must at all times remain publicly accessible
- should be framed by building frontages with active uses on the ground floor (such as cafés, restaurants, retail, community spaces, and the like). Active ground floor uses fronting onto the area may utilise areas of the public space for outdoor seating of patrons or the like, provided that these encroachments into the public space do not impede the free movement of people around the space
- must include deep soil zone for the full extent of the open space
- will include a high-quality landscape to provide a local park and passive recreational opportunities for a wide variety of users
- may provide opportunity for retail/community pavilions and canopies to be integrated within the space
- must be accessible, inclusive, and flexible to cater for day-to-day use as well as programmed community events
- must include tree planting and low-level landscape to mitigate urban heat island effects

- must include adequate lighting to promote evening use
- should incorporate opportunities for public art and interpretation.

## Sustainability and environment

Sufficient planting area, canopy trees, deep soil zones and water sensitive urban design measures are provided to enhance living infrastructure, support healthy tree growth and minimise stormwater runoff.

Urban heat island effects are reduced through limiting impervious surfaces and provision of canopy trees and plants.

Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.

Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.

The development considers and addresses site characteristics, including natural features, topography, infrastructure and utilities. Development must be respectful of heritage buildings and

Environmental risks, including noise, bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered for the development on the site.

No new gas network connections are allowed to all new or existing developments including redevelopments.

## Residential apartment design

### Solar access

Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid winter.

A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter.

All habitable rooms must have an operable window in an external wall with a total minimum glass area of not less than 15% of the floor area of the room. Courtyards, skylights and high level windows (with sills above 1700mm) may only be used as a secondary light source in habitable rooms.

‘Snorkel’ arrangements are not permitted.

### Natural ventilation

All habitable rooms, including bathrooms and toilets, should be naturally ventilated. Building design should demonstrate consideration of the building’s orientation to maximise capture and use of prevailing breezes, depths of habitable rooms, openable windows and the use of awnings and louvres to funnel breezes. Light wells must not be the primary air source for habitable rooms.

At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.

To achieve adequate natural ventilation, apartment design must address the orientation of the building, the configuration of apartments and the external building envelope.

Natural cross ventilation is achieved by apartments having more than one aspect with direct exposure to the prevailing winds, or windows located in significantly different pressure regions, rather than relying on purely wind driven air. Apartment layout and building depth have a close relationship with the ability of an apartment to be naturally ventilated. Generally as the building gets deeper, effective airflow reduces.

Overall depth of a cross-over or cross-through apartment should not exceed 18m, measured glass line to glass line.

Figures 1, 2 and 3 below illustrate how natural cross ventilation can be achieved.

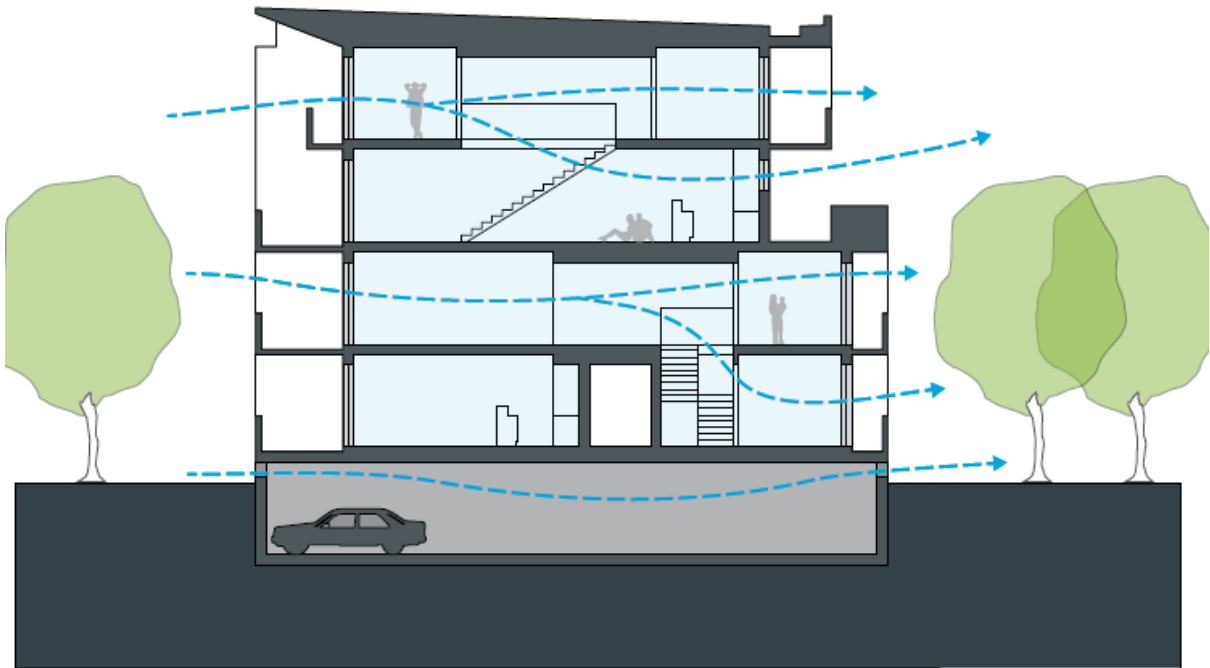


Figure 1: Prevailing winds vary for different locations and depend on local conditions.

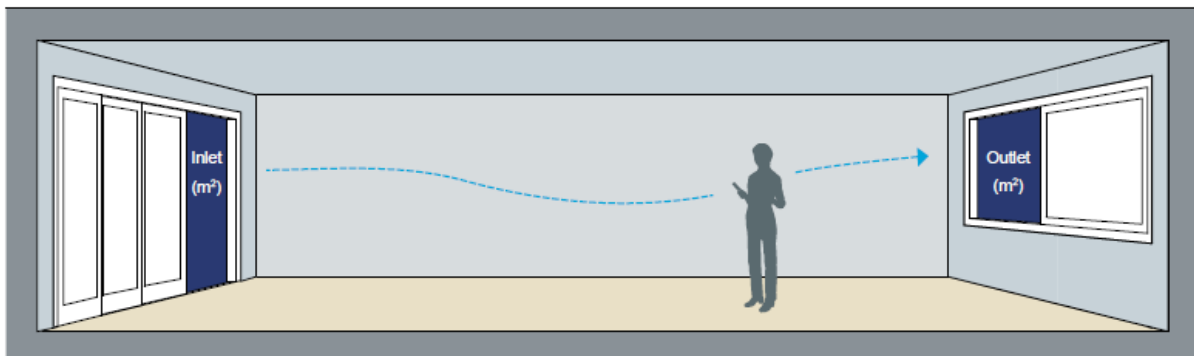


Figure 2: Effective cross ventilation is achieved when the inlet and outlet have approximately the same area, allowing air to be drawn through the apartment using opposite air pressures on each side of the building.

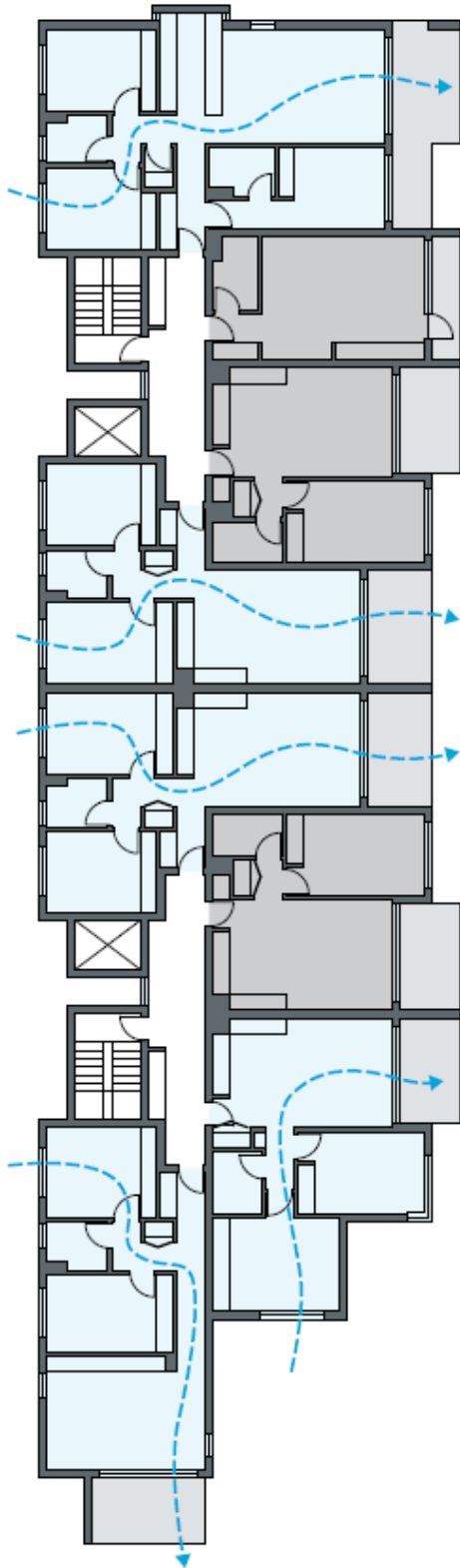


Figure 3: The floor plan above demonstrates one approach for how five of a total of eight apartments achieve natural cross ventilation.

## Ceiling heights

Measured from finished floor level to finished ceiling level, minimum ceiling heights for residential and mixed-use buildings are:

- habitable rooms – 2.7 metres
- non-habitable rooms – 2.7 metres
- for 2-storey apartments:
  - attic spaces – 1.8 metres at edge of room with a 30 degree minimum ceiling slope
- for ground and first floors, 3.3 metres to promote future flexibility of use.

## Apartment size and layout

Apartments are required to have the following minimum internal areas:

Apartment type	Minimum internal areas
Studio	40m <sup>2</sup>
1 bedroom	50m <sup>2</sup>
2 bedroom	70m <sup>2</sup>
3 bedroom	95m <sup>2</sup>

The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m<sup>2</sup> each.

A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m<sup>2</sup> each.

Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.

Habitable room depths are limited to a maximum of 2.5 x the ceiling height.

In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.

Master bedrooms have a minimum area of 10m<sup>2</sup> and other bedrooms 9m<sup>2</sup> (excluding wardrobe space).

Bedrooms have a minimum dimension of 3 metres (excluding wardrobe space).

Living rooms or combined living/dining rooms have a minimum width of:

- 3.6 metres for studio and 1 bedroom apartments
- 4 metres for 2 and 3 bedroom apartments.

The width of cross-over or cross-through apartments are at least 4 metres internally to avoid deep narrow apartment layouts.

### Private open space and balconies

All apartments are required to have a primary balcony as follows:

Dwelling type	Minimum area	Minimum depth
Studio apartments	8m <sup>2</sup>	2 metres
1 bedroom apartments	8m <sup>2</sup>	2 metres
2 bedroom apartments	10m <sup>2</sup>	2 metres
3+ bedroom apartments	12m <sup>2</sup>	2.4 metres

The minimum balcony depth to be counted as contributing to the balcony area is 1 metre.

Additional balconies, that may not meet the minimum area and depth specified above, are permitted.

For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m<sup>2</sup> and a minimum depth of 3 metres.

### Common circulation and space

The maximum number of apartments off a circulation core on a single level is eight.

For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40.

### Apartment mix

Provide a mix of apartment typologies that provide housing choice and affordability to households of all shapes and sizes.

A range of apartment types and sizes should be provided to cater for different household types. Flexible apartment configurations should be considered to support diverse household types and stages of life including single person households, families, multi-generational families, and group households.

For developments with 40 or more dwellings, a combination of studios or 1-bedroom dwellings, 2-bedroom dwellings and dwellings with 3 or more bedrooms should be provided at the following rates:

- Studio or 1-bedroom – maximum 40%

- 2-bedroom – maximum 40%
- 3 or more bedrooms – minimum 10%.

Larger apartment types should be located on the ground floor or uppermost level where there is potential for more open space and on corners where more building frontage is available.

Variety and visual interest to building facades should be achieved through by locating different apartment types throughout the building.



OFFICIAL

Karen Doran  
National Capital Authority  
[Karen.Doran@nca.gov.au](mailto:Karen.Doran@nca.gov.au)

Dear Ms Doran

**RE: ACT Comments on Hume Circle Urban Design Framework**

Thank you for sending the draft Hume Circle Urban Design Framework and draft precinct code for an initial circulation to ACT Government. The City and Environment Directorate (CED) has reached out to various ACT agencies and comments have now been received.

Please see attached a consolidated version of all ACT comments.

Generally, the ACT Government agencies are supportive of the proposed changes and notes that it is stated that the entirety of Hume Circle is intended to become designated area. Also noting that the jurisdiction would become the responsibility of the NCA, the ACT Government provides these comments for your consideration.

It is noted that the ACT Government's Surveyor-General has since been approached with regard to a possible changes to Division boundaries. This advice does not include advice in this regard, but this will be dealt with, separately, through ongoing discussions and under the *Districts Act 2002*.

If you have any questions relating to these comments, please contact Dominic Riches from the Statutory Planning Division, CED, on 62051834 or via [dominic.riches@act.gov.au](mailto:dominic.riches@act.gov.au). I am also happy for you to reach out to me directly to discuss.

I look forward to further consultation on the framework and precinct code as it develops.

Kind regards

Sam Engele  
Deputy Director-General  
City and Environment  
28 November 2025

## General comments

- There appears to be a misalignment between the Framework and the East Lake Place Plan. It is suggested this is clarified to ensure consistency in strategic intent and delivery.
- The Framework requires clarity on governance arrangements, including how planning, infrastructure delivery, and community engagement will be coordinated across agencies.
- The strategic goals section - “creating places for people...”, focuses on social inclusion. This section could be strengthened by including diverse housing options in the development (such as having social and affordable housing). The benefits would be the increase of social inclusion and diversity and the alignment with the ACT and Commonwealth Government’s Housing policies.
- Recommended action no. 1 under the Delivering Diverse Housing section of the East Lake Place Plan calls for a housing mix to support diverse and multi-generation communities across the housing spectrum – including public, community, affordable and market (owners and renters), within the Mildura Street precinct. Infrastructure Canberra and Health and Community Services Directorate would be interested to engage on how this could be managed with the boundaries of the current enabling environment.
- The framework focuses on urban design but omits critical context regarding existing road network and active travel challenges. Proposed changes to roads and new connections, if implemented without due consideration, may hinder efforts to resolve current issues and could lead to costly abortive works.
  - Hume Circle is a major traffic hub with high volumes on arterial roads. The framework does not clearly address how traffic redistribution will be managed or its impact on the surrounding network.
  - Key contextual elements such as nearby schools, heavy vehicle and B-double networks are not reflected in the framework.
  - Before committing to National Capital Plan amendments, CED recommends undertaking comprehensive network assessments with infrastructure providers to understand impacts on:
    - Energy, Water, Sewerage, Communications
    - Public Transport (Light Rail and Bus)
    - Active Travel and Road Networks
    - Stormwater and Overland Rail Networks
    - Canberra Rail Station



**ACT**  
Government

City and Environment

OFFICIAL

## Attachment

- Over the last couple of years, ACT Government have been working on the Acton Waterfront Development. Through discussion with Icon Water and EVOenergy we found that the development (approx. 1,000 dwellings) will have a significant impact on the existing utilities infrastructure. This will require a significant amount of capital works over a long-time frame. We would recommend strengthening the Utilities section of the document to include the early-stage proactive engagement with Icon Water and EVOenergy, with a view to develop long-term utilities plan to support this development and minimise the impact of new utilities infrastructure (such a pumping, switching, transfer stations) on the number of dwellings being delivered.
- CED request involvement in detailed design stages, particularly for transport modelling, utilities mapping and public realm specifications.

### Specific comments

#### Hume Circle Urban Design Framework:

- Forward, Page 4:
  - Suggest amending paragraph 4 as follows:
    - *Hume Circle's renewal will support the ACT Government commitment to enable 30,000 more homes by 2030 to support Canberra's growing population, with its central location providing residents with employment, recreation and sustainable transport options at their doorstep.*
  - Suggest amending paragraph 5 as follows:
    - *Hume Circle is a once in a lifetime opportunity to realise a multi-generational regenerative community that expands the Griffin legacy throughout Canberra and integrates with the surrounding area, including the East Lake urban renewal precinct. Hume Circle is a unique opportunity to create a vibrant new sustainable community for Canberra, delivering homes for over 9,000 Canberrans.*
- Section 1.3 Urban Design Framework, Page 10:
  - Suggest further strengthening this section by referencing how the framework will also ensure seamless integration with the surrounding neighbourhoods, urban areas and the East Lake urban renewal precinct.



**ACT**  
Government

City and Environment

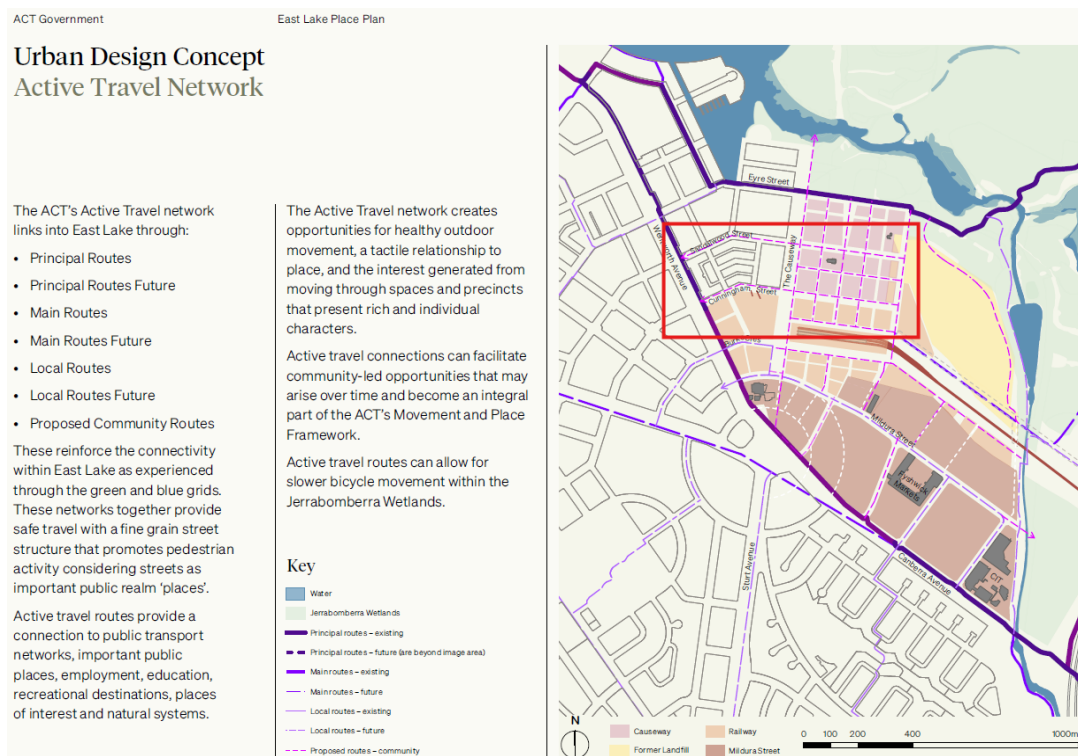
OFFICIAL

## Attachment

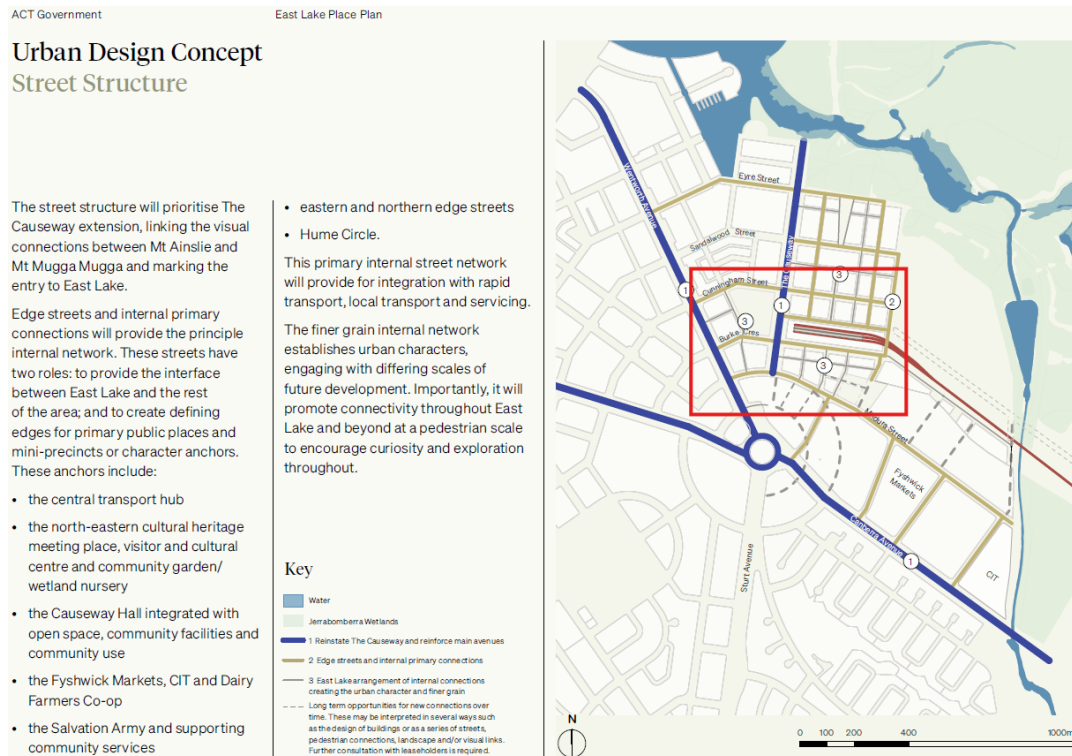
- Section 1.4 Planning Context, Page 11:
  - Recommend further strengthening this section to refer to the relevant planning and transport strategies that the ACT Government is responsible for. Increasing traffic and safety risk at Hume Circle has been a significant concern that will need to be progressively addressed over time as this area redevelops. These overarching policies will play a significant role in guiding renewal in and around Hume Circle.
- Section 2.4 Heritage, Page 22:
  - This section could be further strengthened by including information from the East Lake Place Plan Cultural Heritage Assessment (Navin Officer, 2023) and advice received from the ACT Heritage Council on its recommendations. For example, it is recommended that a CMP be prepared for the Heritage Registered buildings in Section 26 Griffith.
- Section 2.5 East Lake Place Plan, Page 23:
  - Suggest amending this section to include the following:
    - *The East Lake urban renewal precinct is ideally located and central to the Griffin Plan, home to the Canberra to Sydney interstate railway, on the doorstep of the nationally significant Jerrabomberra Wetlands Nature Reserve. The precinct includes the Causeway residential area, railway precinct, the Canberra Railway Museum, Canberra Institute of Technology (CIT) and the Fyshwick Fresh Food Markets.*
    - *Released in 2024, the East Lake Place Plan establishes an urban design concept and implementation framework that details how the renewal of East Lake could be achieved over time. It embeds nine key principles that focus on connection to Country, sustainability, heritage, environment, housing diversity, supporting business, and the importance of high quality public realm and active travel networks.*
    - *The vision of the East Lake Place Plan has been developed by the people who live, work and play in and around East Lake, and the surrounding suburbs. The vision outlines that “East Lake will be a celebration of its history, people, the environment and its special connection to the surrounding Jerrabomberra Wetlands.”*
    - *Key highlights of the Place Plan include:*
      - *community’s place vision, values and planning principles, helping to deliver a sustainable planning and design outcome in East Lake; and*
      - *urban design concepts that identify key moves to be delivered over time, including:*

**Attachment**

- *medium density housing in The Causeway, around heritage buildings and precincts, integrated with community facilities and open spaces, and*
- *the upgrade of the Canberra Railway Station as a multi modal transport hub, reaffirming Hume Circle to align with the Griffin's plan for Canberra, a visitor information centre for Jerrabomberra Wetlands (in The Causeway), formal and informal recreational uses of former landfill site and CIT Fyshwick as a future innovation precinct.*
- *The East Lake urban renewal precinct includes the northern portion of the land around Hume Circle. Seamless integration between East Lake and renewal of land around Hume Circle is important to the success of these areas.*
- Section 2.7 Transport Context - Active Travel, Page 25:
  - The diagram on page 25 could be further strengthened by identifying future active travel connections recommended through the planning for East Lake. For eg, connections along Cunningham Street and Sandalwood Street as shown below.



- Section 2.8 Road Network Context, Page 27:
  - Please refer to the indicative layout from East Lake Place Plan as shown below. Recommend that this plan shows the indicative layout recommended in the East Lake Place Plan to provide greater context of the road network (existing and planned future). See plan below.



- Section 2.9 Social and Community Context, Page 28:
  - The last paragraph mentions about the inclusion of a new school and early learning centre in the East Lake Place Plan urban design concept. Please note that a new school and early learning centre were included in the East lake Place Plan on the basis of Community Needs Assessment and advice from ACT Education. ACT Education used the population projections and dwelling yield scenarios to determine the size of school, which may need to be adjusted due to the proposed density at Hume Circle. Further discussion with ACT Education Directorate may be required to understand social and community needs based on increased dwelling yields since the East Lake Place Plan was prepared.

**Attachment**

- Section 4.8 Promoting Good Design, Page 53:
  - The built form surrounding the Hume Circle is characterised by higher density towers concentrated towards the north east. The East Lake Place Plan also proposes increased density around the railway station precinct. To ensure a sustainable and high quality urban environment, it is important that the overall urban design framework reinforces the need for integration and appropriate interface with the East Lake urban renewal precinct, particularly the railway precinct. Consider strengthening this section to include commentary about integration and interface with the surrounding areas.

NCP Amendment comments:

- Page 5 – 6, Land Use for Hume Circle:
  - The Objectives on Page 5 are well developed, but could be further strengthened to include:
    - Objective/s that address employment / jobs creation as outlined in the Urban Design Framework.
    - Objective/s that talk to the need for development to integrate and appropriately interface with the surrounding area. The change in land use is likely to create conflicts between land uses that will need to be managed through the renewal of the area, such as the interface with logistics and Fyshwick Markets.
    - Objective 8 could be strengthened to include language around opportunities for social interaction. The framework provides some guidance on social and community needs, but could be clearer about what community uses could be integrated within the proposal to support a significant population.
- Page 7, Land Use for Hume Circle:
  - Permitted land uses for Land Use A – include ‘childcare centre’ should be amended to ‘early childhood education and care centre’ for consistency with Territory Plan
- Page 8, Detailed Condition of planning, design and development mentions:
  - “Development of the Hume Circle Precinct should complement and be integrated with that in the broader Eastlake area”. ACT Government supports this proposed initiative.

## Attachment

- Page 12, Street hierarchy and movement network:
  - Hume Circle presents significant challenges in relation to traffic safety and vehicle movement. To address these issues and enhance the public realm, an integrated approach is required—one that carefully considers both urban design and transport planning. This will be essential to ensuring the safety and accessibility of the area for pedestrians, cyclists, and motorists alike.

### **Uses within and surrounding the precinct**

- The existing industrial uses surrounding the precinct, such as the existing hydrogen refuelling station at Block 12 Section 30 Fyshwick, may conflict with proposed uses. As such, the proposal effectively removes existing and future industrial and employment lands within and surrounding the precinct, without a clear strategy for retention, relocation, or buffering.
- This approach is inconsistent with the Inner South District Strategy, which emphasises the importance of maintaining employment-generating uses and supporting economic diversity within the district.

### **Social infrastructure**

- The Framework does not provide a comprehensive assessment of social infrastructure needs associated with the projected population growth. While it notes proximity to existing facilities and references the East Lake Place Plan's proposed school and early learning centre, it fails to commit to land reservation, staging, or delivery mechanisms. Moreover, the proposed school site was planned independently of the estimated population increase of approximately 10,000 residents, without any integrated strategy to address the full range of social infrastructure requirements.
- There is no indication of how the social infrastructure required by the development (e.g. schools, health services, open recreation space, or community facilities) will be funded or delivered, and no shared responsibility model is proposed.
- As a result, all social infrastructure needs would be expected to be met by the Territory, effectively transferring the cost and responsibility of supporting the development to the ACT Government, without a clear funding or implementation strategy.
- Proposed dwelling numbers and population is greater than what had been foreshadowed as the "high growth, high yield" scenario for East Lake including Hume Circle, as specifies 6,000 dwellings or 9,000+ people
- Hume Circle precinct has limited extant social and community infrastructure within or in 'close proximity' (i.e. 800m safe walking distance for residents of high-density residential precincts). This reflects the Precinct's post-war planning and development for general industrial, trades services and mixed commercial purposes, as well as a metropolitan location closer to the NSW border than the Canberra's CBD by road.

## Attachment

- Social and infrastructure of scale and within close proximity of the Hume Place circle consists of two non-public high school sites (which have no obligation to permit community use of certain school facilities as do public schools), a church and associated facilities, an aged care facility, art studio and Narrabundah Early Childhood School.
- Some community facilities are located a further distance away, necessitating access with vehicle rather than active travel or public transport. Accordingly, new social infrastructure of scale will need to be embedded from the outset within the planning for Hume Circle precinct.

### Emergency Services

- Operational emergency service facilities are located within the precinct at:
  - Block 6 Section 6 Fyshwick (7 Dalby Street) - Fyshwick Fire and Ambulance Stations
  - Block 27 Section 6 Fyshwick (143 Canberra Ave) - ACT Fire & Rescue Special Operations Facility
- The Framework identified the blocks as being impacted by civil works that are required to create the “proposed new shared way” comprising the McMillan Cres Extension, and a “proposed new secondary street”. Subsequently, the redesigned sites will be subject to residential building development in accordance with ACT Government’s *East Lake Place Plan* and the *National Urban Policy*.
- The sites are critical to public safety noting the emergency paramedic, fire, rescue, and support functions, must be provided in accordance with the *Emergencies Act 2004*. Emergency services sites are strategically located to ensure adherence to required response times for fire and ambulance services reported annually through the Report on Government Services (RoGS). The ACT Emergency Services Agency requests that consultation is undertaken regarding the progression of the proposal, including proposed timelines and milestones, to understand the temporal scope of the project and any potential impact on the delivery of emergency services to the community.
- Water supply infrastructure associated with the precinct is to be upgraded to support the change in fire risk type for the rezoning and change in use.
- Future developments will need to consider firefighting access relative to the size, height and occupancy of the new buildings.
- The existing road network must be capable of supporting the increased density and off-street parking is available to ensure firefighting access is not hindered.

## Attachment

### Heritage

- Blocks 1 and 2 Section 26 Griffith contain the 'Dairy Farmers Co-Operative' which is a registered place on the ACT Heritage Register (Register) in the Precinct; and management of the place is subject to *Heritage Act 2004* provisions.
- The proposal to limit building heights of new development within the Dairy Farmers Co-Operative to match the existing buildings is supported. However, an amendment is required to Figure 3 of the draft Precinct Code, as it does not accurately identify the boundaries of the registered heritage area. This Figure should be revised to correctly identify the eastern boundary of the registered heritage place.
- Additionally, the draft documents identify the intention for all land within the Precinct to become Designated Land under the National Capital Plan. This would include a change to the Dairy Farmers Co-Operative from Territory Land to Designated Land status. Noting that the heritage place is of significance to the ACT community and registered on the ACT Heritage Register, ACT Heritage Council advice should continue to be sought and considered for any future development proposals that may affect the site.

### Traffic and safety

- The intersection of Canberra Ave, Wentworth Ave, and Sturt Ave is consistently ranked among the top five worst-performing intersections in Canberra and is listed as a blackspot under the Federal National Blackspot Program. Addressing these safety issues will likely require significant capital investment.
- Noting this is an initial draft, as the study progresses there is a need to conduct a comprehensive Transport Impact Assessment (TIA) to model future traffic scenarios and identify mitigation measures. Also develop a precinct-wide Integrated Transport Plan that includes:
  - Public transport service planning
  - Active transport networks
  - Parking and freight strategies
- It is recommended that the amendment includes staged transport infrastructure delivery aligned with population growth and development phases.
- Section 4.2 notes *"To improve legibility at the centre of the circle, the Canberra Avenue slip lane is proposed to be removed within the Inner Circle, along with tightening of the circular geometry of the road network surrounding the centre of Hume Circle."*
  - Based on the long-term structure plan shown in Figure 25 (also in other figures throughout the document), the existing Canberra Ave service road also appears to be removed. If this is the case, then its proposed removal should also be made clear in the documentation.



## Attachment

- The proposed retention of the roundabouts' circular geometry should carefully consider how this configuration responds to improved safety outcomes, including vehicle circulation and interaction with pedestrian movements and crossings (whether zebra, signalised, or other priority control). Further consideration and cross-directorate engagement with respect to the ultimate intersection configuration should be made prior to finalising the Urban Design Framework.

### **Light rail and public transport**

- The framework includes principles that assume significant changes to the Public Transport network (including overland rail), which would likely require innovative engineering solutions. Also, it appears to rely on items not included in the 2020 Transport Strategy and are only referred to as Potential Future Light rail corridors in the 2023 District Strategies. Close consideration would be required by CED to understand the pros and cons for Light rail in this corridor as well as wider network requirements to support this proposal (LRS2B and wider bus network integration/sidings/power/control centre/road network impacts/bus integration etc).

### **Utilities**

- The scale of proposed changes and potential development under this amendment is very significant and will come with challenges for water and sewerage servicing in the area. It also comes on top of large-scale urban renewal that is being proposed at the adjacent Eastlake precinct, as well as wider growth in the South Canberra area. Icon Water recommends that precinct master-planning for servicing of the Eastlake and Hume Circle area occurs, including detailed hydraulic assessments as planning progresses. Integrated planning for all essential services is highly recommended to minimise the risk of problems occurring at a later point. Icon Water has already begun this process, but it will require ongoing engagement with development proponents, government agencies and other stakeholders to ensure adequate servicing arrangements can be efficiently delivered.
- Under the full scale of potential development proposed under this amendment, existing water and sewerage infrastructure capacity will be exceeded at both a local reticulation and wider trunk level. This will require significant staged infrastructure upgrades that will need to be adequately planned and delivered over a number of decades. This type of infrastructure typically has long delivery lead times, so coordinated planning and staging of the development areas will be required to ensure services can be delivered in a timely manner.
- At a system level, Icon Water is also currently assessing strategic servicing options for the wastewater network that are planned to be delivered in the next 10-15 years to provide additional capacity for growth being proposed Canberra wide. Planning for this infrastructure will need to consider any impacts caused by this development, with work occurring in the next 12-18 months to deliver an updated strategic system masterplan.

## Attachment

- Evoenergy's 11kV network in this area has limited spare capacity. Significant 11kV augmentation may be required to supply this development and any surrounding developments. Evoenergy will need more information on the scope of the development, including the number of residential dwellings, the gross floor area (GFA) of any commercial components, and the expected timing.
- Existing stormwater easements and infrastructure within and adjacent to the precinct should be verified to ensure compatibility with proposed staging and future service.
- Further consultation with utility providers will be required to consider details of the proposal and develop area plans that outline supply options. These plans should include the required augmentation works so they can be incorporated into the next 2029–34 regulatory submission.

### **Public Realm and Open Space Design**

- The intended use of 'Hume Circle' remains unclear—whether as an active hub or passive space. Its location adjacent to high-traffic areas may deter family use due to safety concerns. Similarly, the Causeway axis's proposed 12m building-to-building width may not support the desired 'linear park' character, particularly with 4–6 storey podiums and towers above.

### **Street and Landscape Amenity**

- Narrow street sections may result in excessive shade and wind, impacting pedestrian comfort. The viability of landscaping is also questionable due to overshadowing from tall buildings and limited street width. While shade-tolerant species may mitigate some impacts, overall amenity could be compromised.

### **Population and Movement Strategy**

- There are inconsistencies in population estimates—page 14 cites 9,000 residents, while page 59 cites 6,000. The Framework should clarify the intended population as this will have significant ramifications for the overall proposition.
- Capacity of the local and surrounding road network and the internal/external movement strategy remain unclear, which may affect accessibility and traffic performance.

### **Visual Representation**

- Precedent imagery used throughout the Framework does not accurately reflect the proposed urban form, which may lead to misinterpretation of the intended outcomes.

### **Canberra Railway Precinct urban renewal**

- The Hume Circle Precinct and the adjacent Railway Station Precinct includes multiple landowners with Jega and the Territory having significant holdings. The SLA has just recently been successful under Commonwealth Urban Precincts and Partnership Program, receiving \$2.8m to undertake planning and delivery of Canberra Railway Precinct Urban Renewal, with matching funding to be provided by the SLA over the life of the project.
- The project is for urban infill and renewal of the Canberra Railway Precinct. The project will design:
  - to construction and approval ready a multimodal transport hub;
  - to construction and approval ready the subdivision layout, services and infrastructure that will support residential and commercial mixed use to accommodate up to 5,000 new housing units and 1,284 new jobs;
  - to construction and approval ready recreation, community and cultural facilities on the former landfill site, and:
  - a strategy for integration of the railway lands and former landfill site with Mildura Street, the Causeway and related areas as a place of purpose.

### **Hume Circle & Railway Precinct - integrated urban renewal**

- The combination of recent NCA proposals for Hume Circle, uplifts in yield in the Causeway in the ILRP in addition to the Railway Precinct will deliver substantially greater residential and employment yields than that anticipated by the previously released East Lake Place Plan. There will therefore be a consequent increase in demand for community facilities, open space, utilities and other infrastructure, and critical interdependencies between precincts.
- Due to this and the aspiration for an exemplar urban regeneration project it is recommended that a shared vision and a coherent policy framework with a 'one plan' approach be developed. Such an approach needs to be underpinned by comprehensive objectives and strategies including:
  - Land use
  - Transport – public transport and active travel, vehicle access and parking
  - Water systems
  - Caring for Country
  - Public domain – public parks and streets, walkable urban structure, provision standards
  - Ecology and environmental sustainability – landscape and urban canopy
  - Heritage
  - Employment – innovation precinct, creative industries and existing industrial uses
  - Contamination and rehabilitation
  - Utilities
  - Design excellence
  - Education, public and community facilities



**ACT**  
Government

City and Environment

OFFICIAL

## Attachment

- Funding for community facilities, infrastructure and public domain upgrades
  - Diverse neighbourhoods and affordable housing
  - Night time economy
  - Retail
  - Building robustness, height, layout and design and wind effects
- While the proposal submitted to the NCA in its current form aligns with the ACT Government objectives for housing in a prime infill location, there are a number of matters for consideration with the proposal in its current form, including in relation to the wider East Lake and Railway Station precinct:
    - Additional traffic modelling has been requested for East Lake, prior to the consideration of the NCA proposal, and this work should be integrated with traffic modelling for potential Hume Circle options. The SLA and City Services area of CED are collaborating on updating modelling to include a range of possible scenarios and assessment of impacts of the transport network.
    - The consideration of safety and active travel around Hume Circle. The images as shown in the NCA proposal do not demonstrate a significant improvement on the current sub optimal situation.
    - There is an opportunity to create a vibrant urban place and unlock underutilised developable land surrounding the circle. To this point, it is important that the ACT Government with NCA develop a wider integrated transport and urban design framework within which the area covered by proposal sits.
    - The broader integration with surrounding uses should be informed by strategic and more detailed planning, particularly the interface issues with the industrial area which are valued in the District Strategy and East Lake Place Plan. There is potential to retain GFA for commercial and employment uses in association with residential uses and address interface issues with industrial lands.
    - The proposal as it stands assumes that any required community facilities such as schools and sports and recreational facilities would be provided outside the proposed development area at the expense of the ACT Government.
    - Furthermore, it is likely that any required upgrades of the road network and infrastructure in and around Hume Circle, triggered by the NCA proposal and other potential developments, will require significant improvements to be undertaken by the Territory and contemplated in future budgets.



**Australian Government**  
**National Capital Authority**

Ref: 595862

Mr Sam Engele  
Deputy Director-General  
City and Environment  
ACT Government  
GPO Box 158  
CANBERRA ACT 2601

*Sam*  
Dear Mr Engele

Thank you for your letter of 28 November 2025 providing ACT Government comments on the draft Hume Circle Urban Design Framework and draft precinct code.

In that letter you indicated that, generally, ACT agencies are supportive of the proposed changes, which is acknowledged and appreciated. In the attachment to the letter, there were a range of specific comments provided across matters including traffic management, public and active transport, social infrastructure, public realm, landscape and streetscape design. The importance of ongoing collaboration and integration of planning for the proposed Hume Circle precinct and the adjoining East Lake area was highlighted.

In the context of these comments, and other considerations, the National Capital Authority (NCA) has decided to take a two-stage approach to the development of, and consultation on, proposed amendments to the National Capital Plan to establish the planning framework for the Hume Circle Precinct.

The first stage will be an amendment to add a new Precinct Code to the National Capital Plan - the Hume Circle Precinct – defining its boundaries, the objectives for the precinct, the permitted land uses and indicative building heights. The precinct layout will be indicative, to facilitate future development proposals which support the ambition of regeneration of this area over time - as an urban renewal precinct and consistent with the Griffin Plan.

This amendment will also establish a requirement that any development proposals for the precinct must submit detailed conditions of planning design and development (DCPDDs) for approval by the NCA and before a works approval application may be submitted. The DCPDDs would be expected to cover details for, among other things, building structures, landscape, open space and public realm, access and connectivity, roads and streetscape. As part of the NCA review and approval process, the DCPDDs would also be subject to stakeholder consultation, including with ACT Government

*Building the National Capital in the hearts of all Australians*  
t. 02 6271 2988 | info@nca.gov.au  
Treasury Building, King Edward Terrace, Parkes ACT 2600  
GPO Box 373, Canberra ACT 2601

**W** nca.gov.au  
**f** NCA.gov  
**t** @nca\_media  
ABN 75 149 374 427

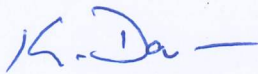
agencies, and broad community engagement. This is effectively the second stage of establishing the planning framework for this precinct.

The purpose of this letter is to advise that the NCA will be taking the draft National Capital Plan amendment for the Hume Circle Precinct to consultation early in January 2026.

The NCA remains committed to ongoing collaboration with the ACT Government regarding this proposal and, in particular, the ongoing role of the Hume Circle Steering Committee as the main governance mechanism for that collaboration.

Please don't hesitate to contact me directly if you would like to discuss any aspect of this matter.

Yours sincerely



Karen Doran  
Chief Executive

17 December 2025