

PRESENTATION
24 MARCH 2022

Community Consultation #3

Braddon Place

BLOCK 10 - SECTION 8

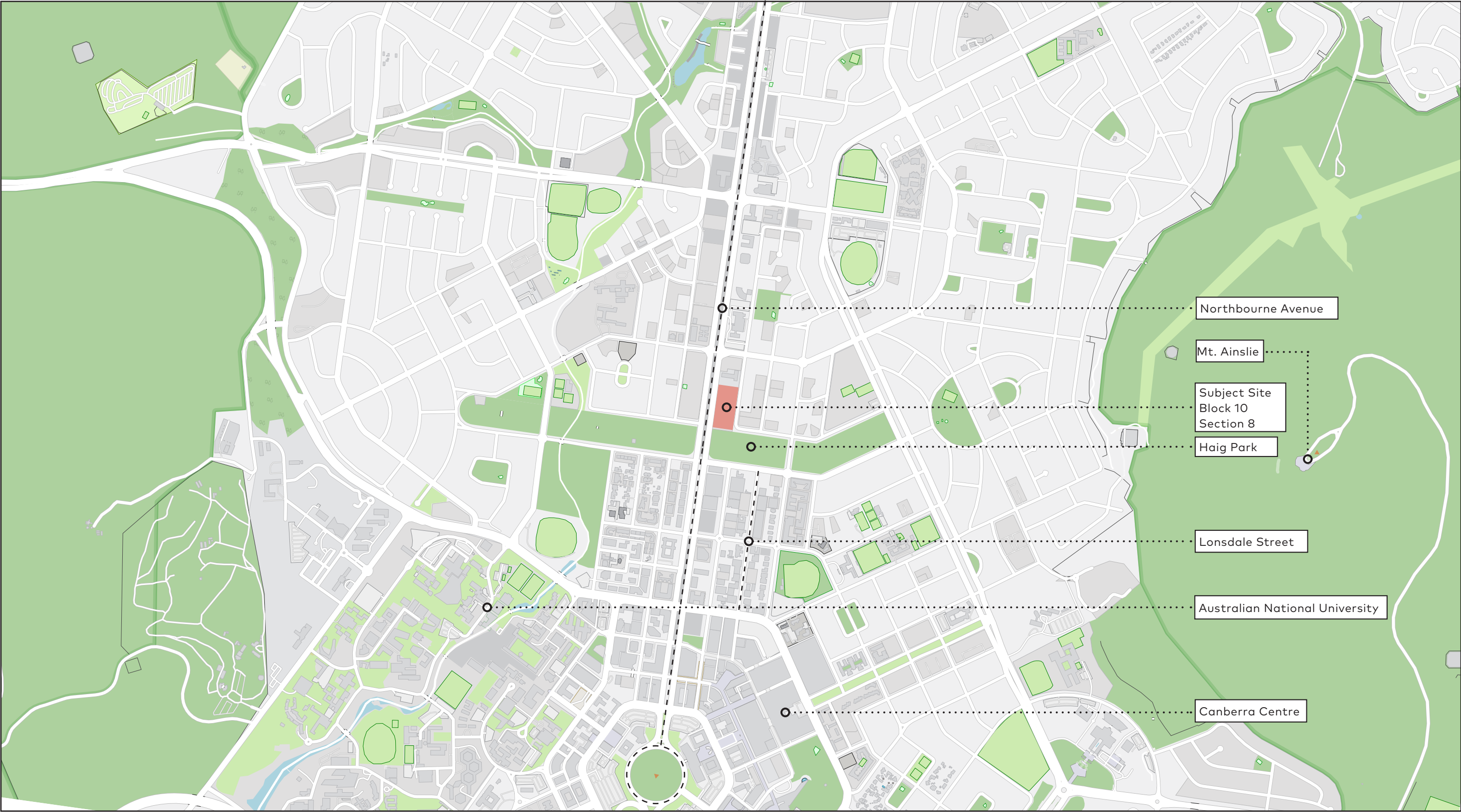
JWLAND

COX



Place

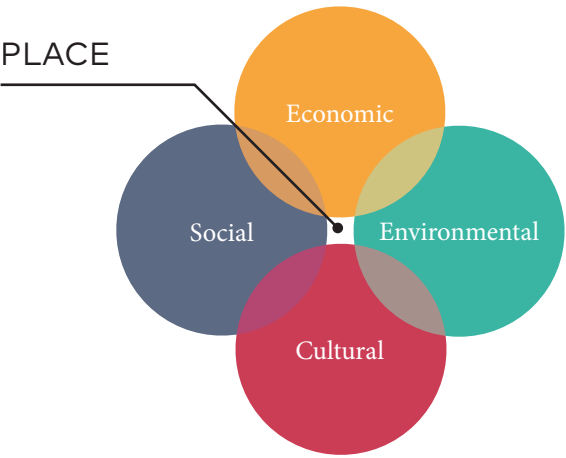






PLACEMAKING. CREATING LIVABLE, LOVEABLE PLACES

PLACEMAKING IS A COLLABORATIVE AND MULTI-DISCIPLINARY PROCESS THAT FOCUSES ON PEOPLE AND DRAWS FROM A PLACE'S UNIQUE QUALITIES. PLACEMAKING HELPS TO CREATE GREAT PLACES WHICH ARE LOVABLE AS WELL AS LIVEABLE, AND ENSURE CITIES AND COMMUNITIES ARE EQUIPPED FOR THE FUTURE.



1 THE INGREDIENTS OF A GREAT PLACE ARE MORE THAN JUST PHYSICAL.

Whilst good design plays an integral role in the success and functionality of a 'space', it is the way that people use it and develop attachments to it that make it a 'place'. A placemaking approach considers the social, economic, environmental (i.e. physical), and cultural attributes holistically, to truly understand what makes up the place. At Braddon the placemaking principles and initiatives have been developed in direct response to the social, economic, environmental, and cultural attributes.

2 PLACEMAKING PUTS PEOPLE AT ITS CENTRE.

Essential to ensuring Braddon is a great place for people will be to develop a deep understanding of the human beings connected to that place as well as the future inhabitants and visitors. Placemaking takes a people-centred design approach which focusses on how people engage with the place, and reflects their needs and aspirations.

3 PLAN FOR LOVEABILITY, NOT JUST LIVEABILITY.

Liveable places are accessible, well-designed, and integrate smart technology and sustainable features. Liveable places are the benchmark of 21st century masterplanning, with 'liveability' a frequent measurement of success. Furthermore, 'loveable' places are places which people are attached to, have a sense of ownership over, and want to return to. To enhance Braddon as loveable places, its unique qualities must be celebrated, whilst also leaving room for the emergence of new ideas, liberating communities to participate in the evolution of their place.



THE RESEARCH IS IN:

global leaders recognise placemaking as an integral part of human-focused urban design, making places better for people.

PLACE TRENDS. UNDERSTANDING HOW THE AREA IS CHANGING



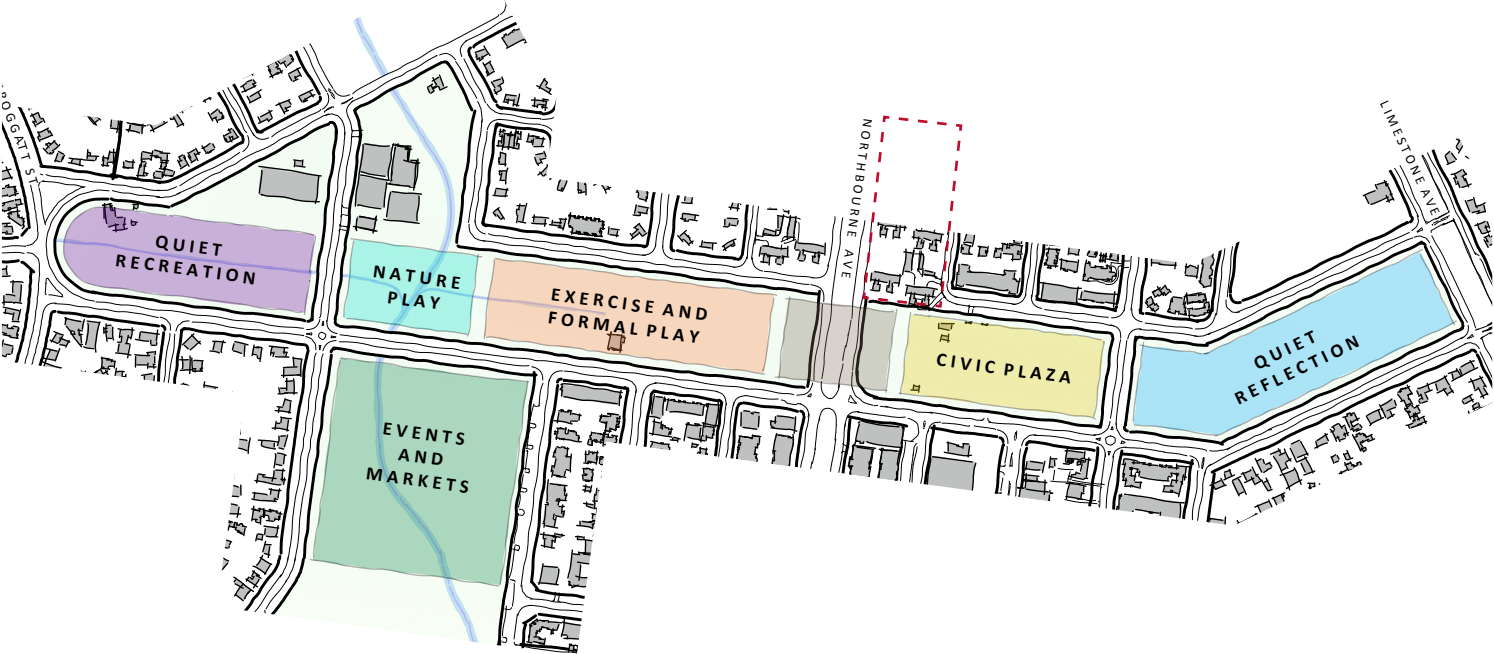
NEW TRENDS IN URBAN LIVING ARE SHAPING THIS PART OF CANBERRA.

Canberra is in the process of urban renewal, focussed around new public transport infrastructure along Northbourne Avenue. As such, the once low scale nature of development along the corridor is being redeveloped into a more urban way of living, with large apartment buildings along Northbourne Avenue, and smaller developments in the streets behind.

With the increased population comes increased demand for social infrastructure including areas for sport, rest, and recreation.

The revitalisation of Haig Park provides great opportunities for the newly transforming area.

2017 plans for Haig Park, with different areas of activity



Social

- Social consciousness
- Demographic shift towards urban living

Economic

- Future multi-modal transit boulevard

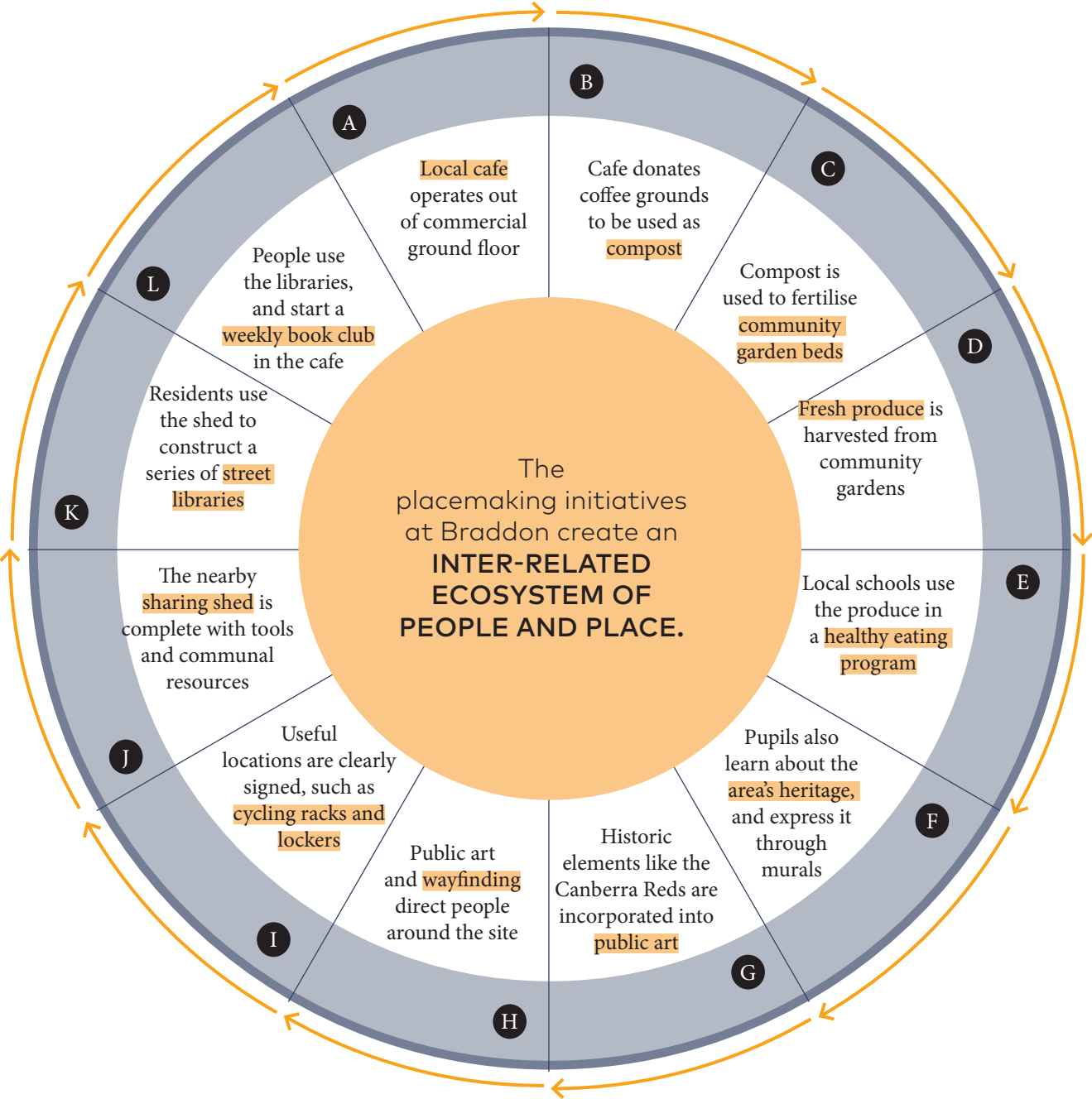
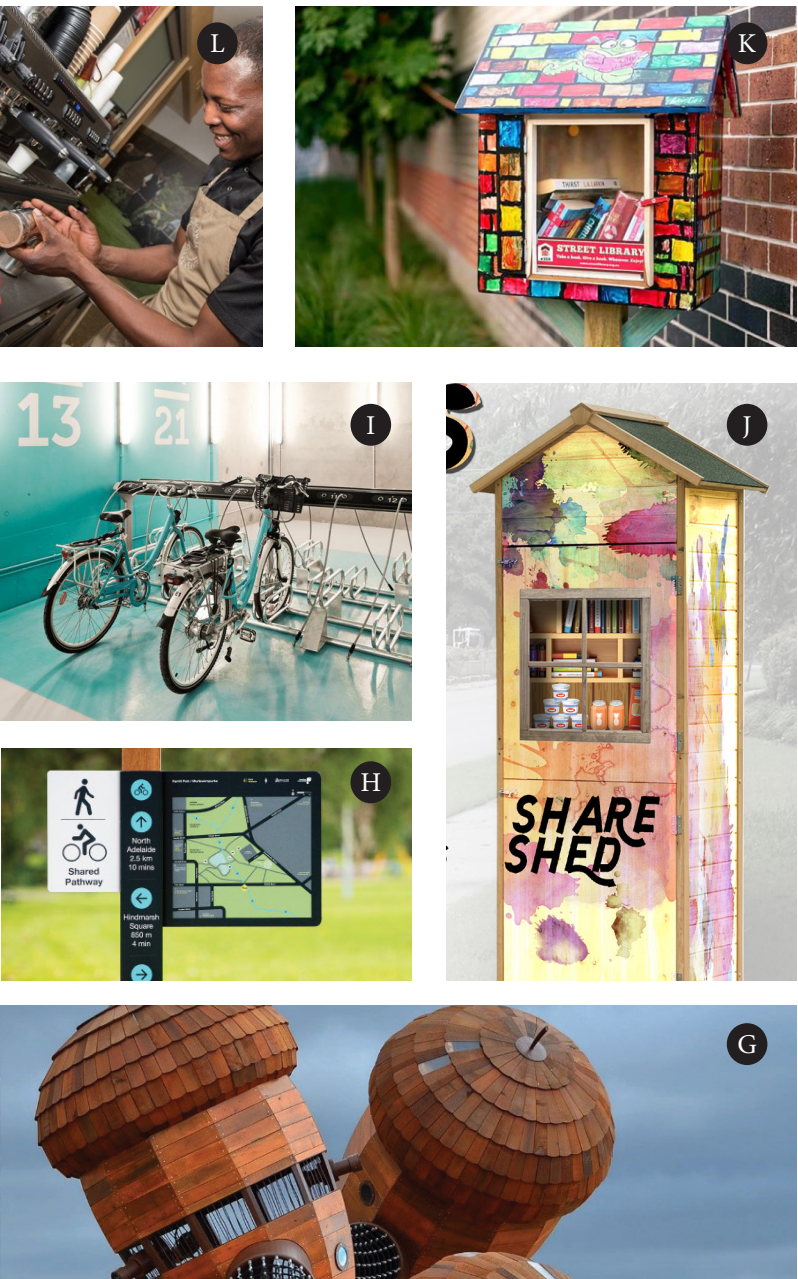
Environmental

- Haig Park Revitalisation

Cultural

- Community stimulation required

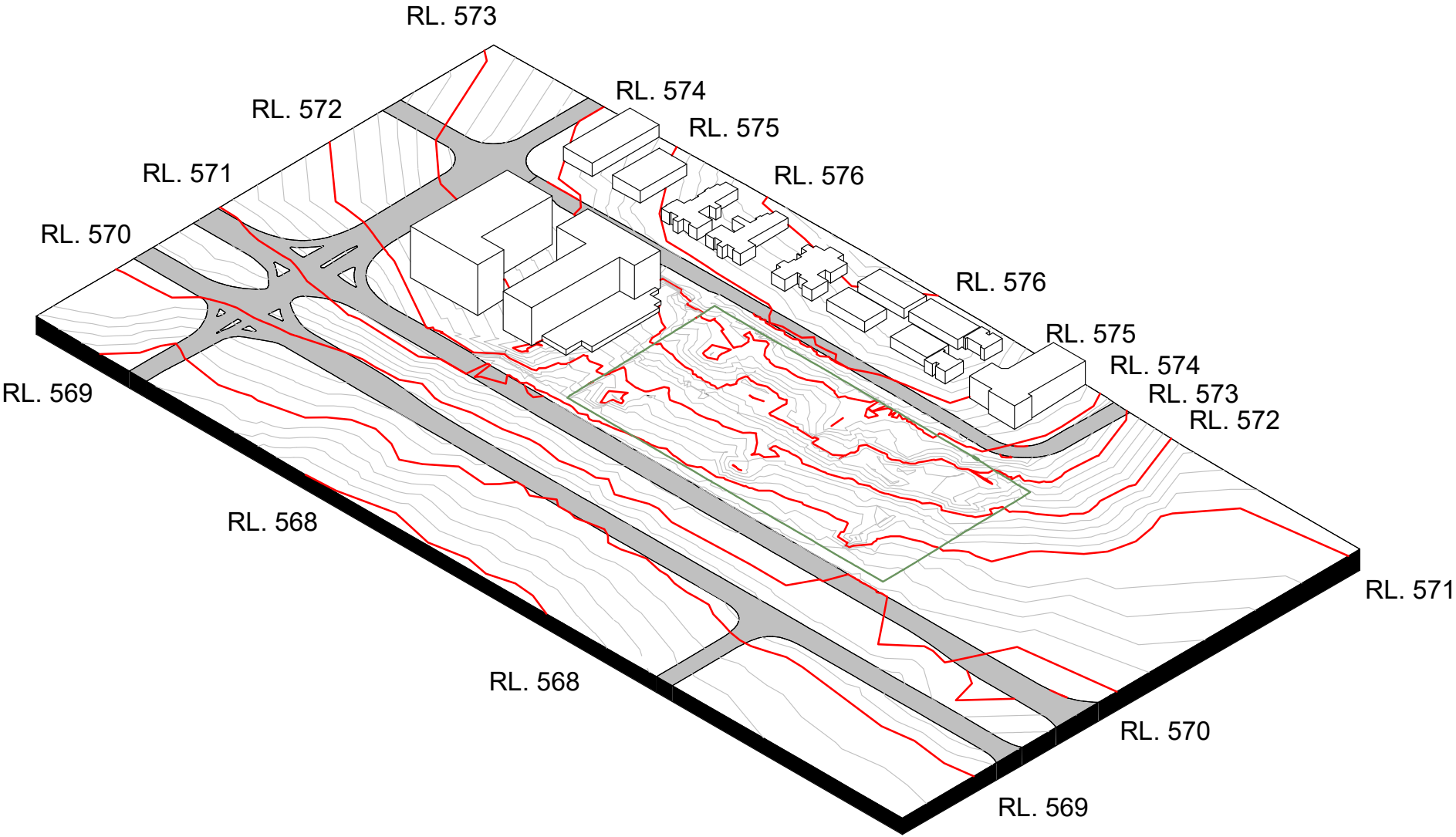
CLOSING THE LOOP. INTEGRATING THE PLACEMAKING INITIATIVES



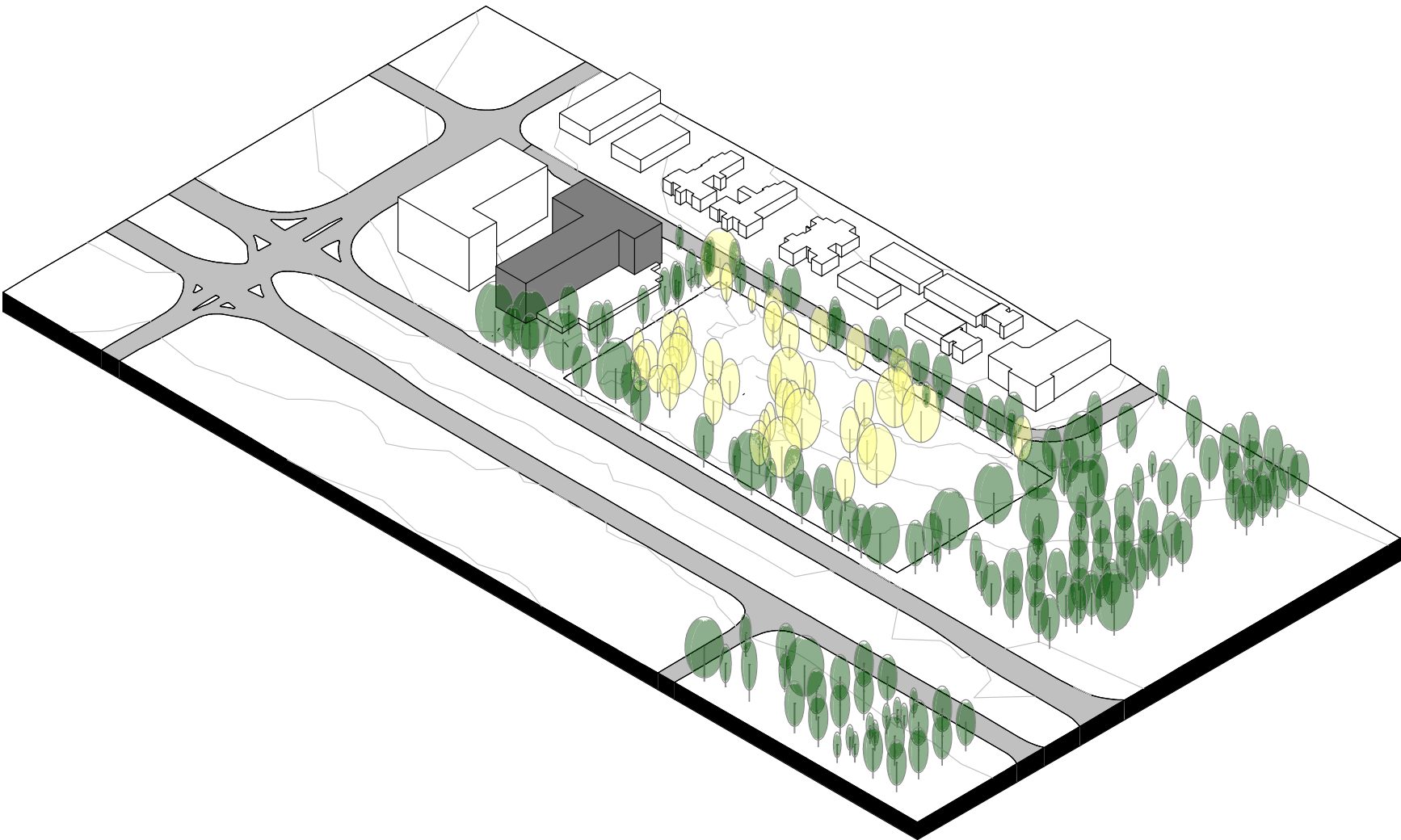
Site Analysis



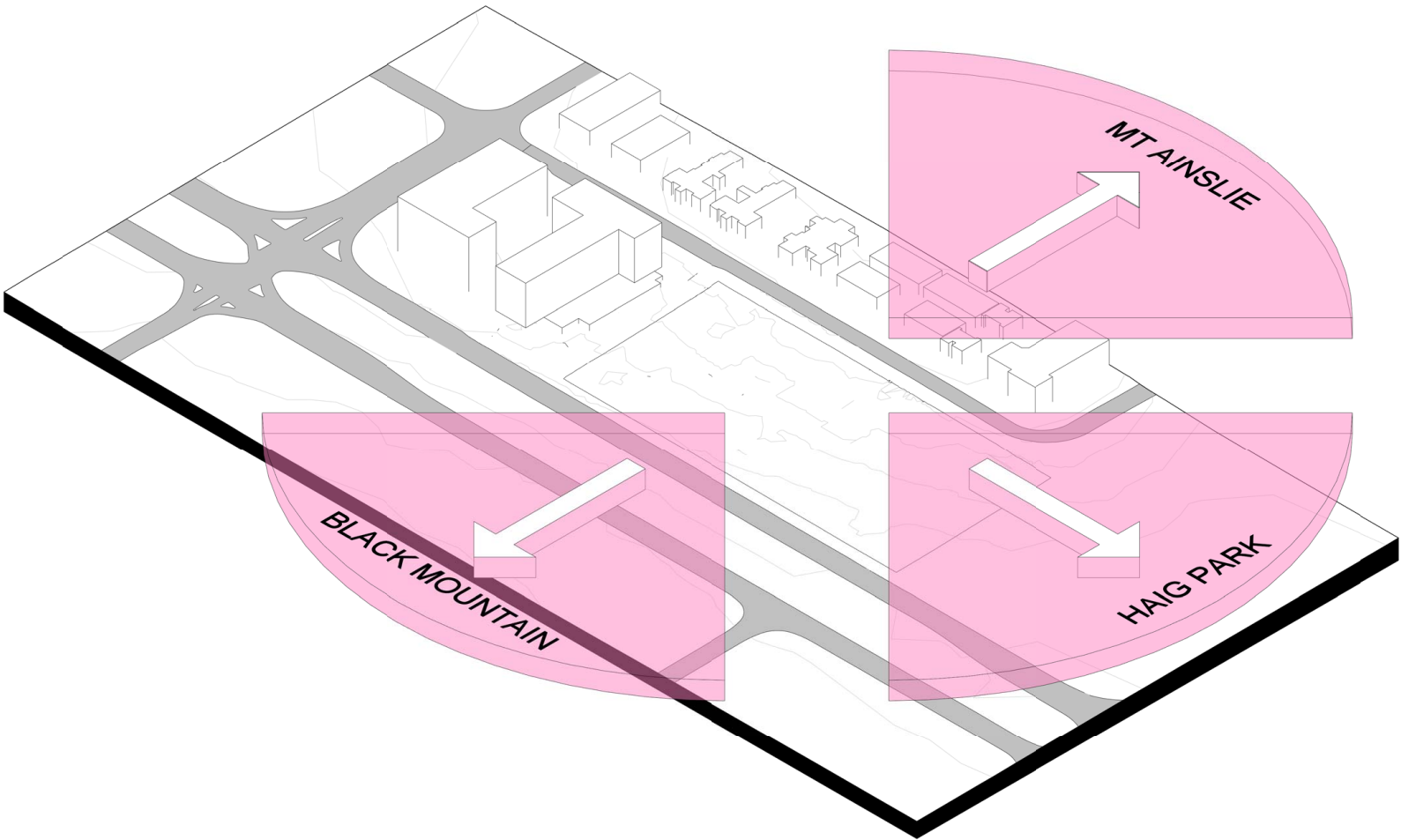
TOPOGRAPHY



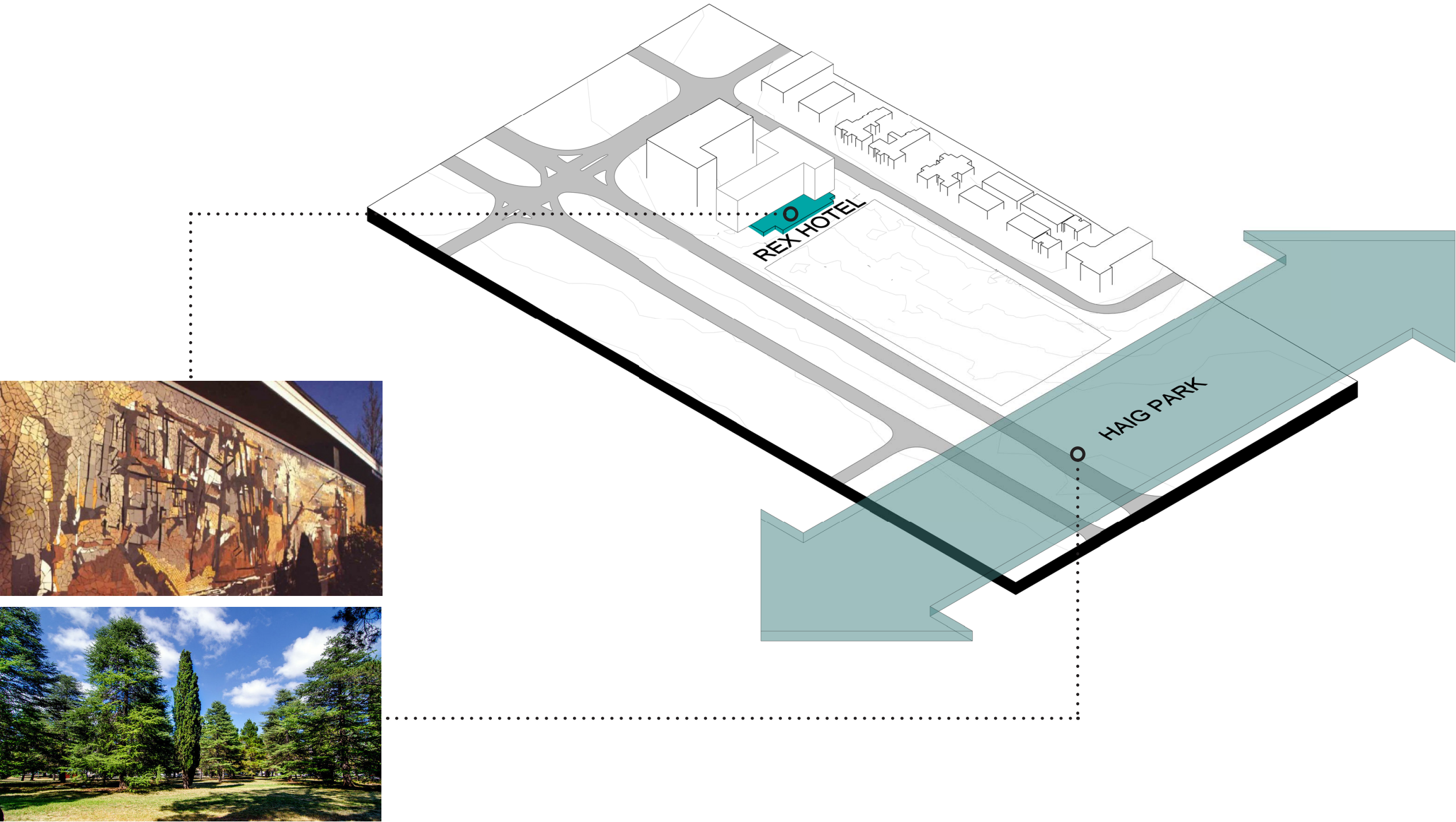
EXISTING TREES/ VEGETATION



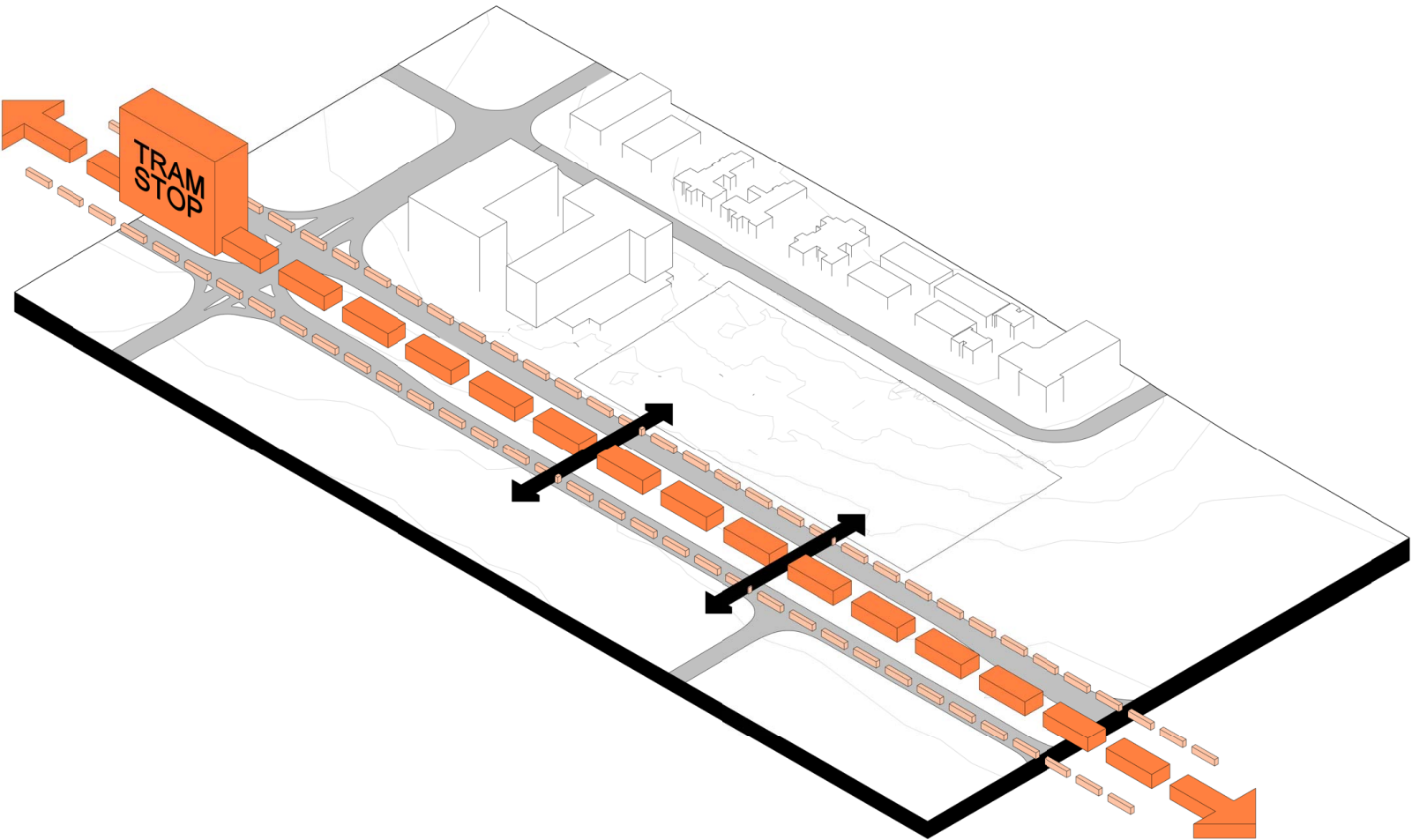
VIEWS






HERITAGE –
HAIG PARK AND EXPANSION MURAL (REX HOTEL)

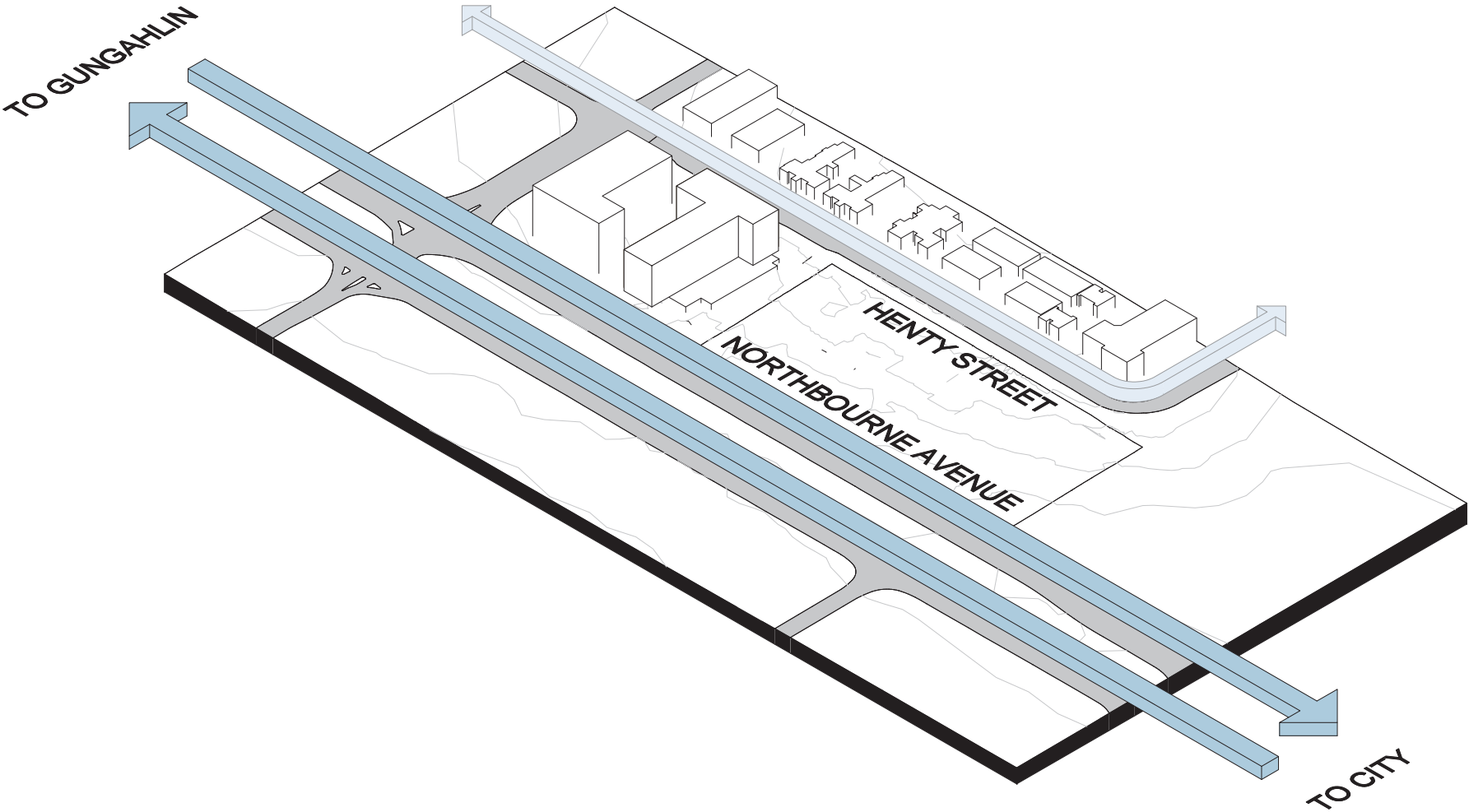


TRANSPORT/ ACTIVE TRAVEL



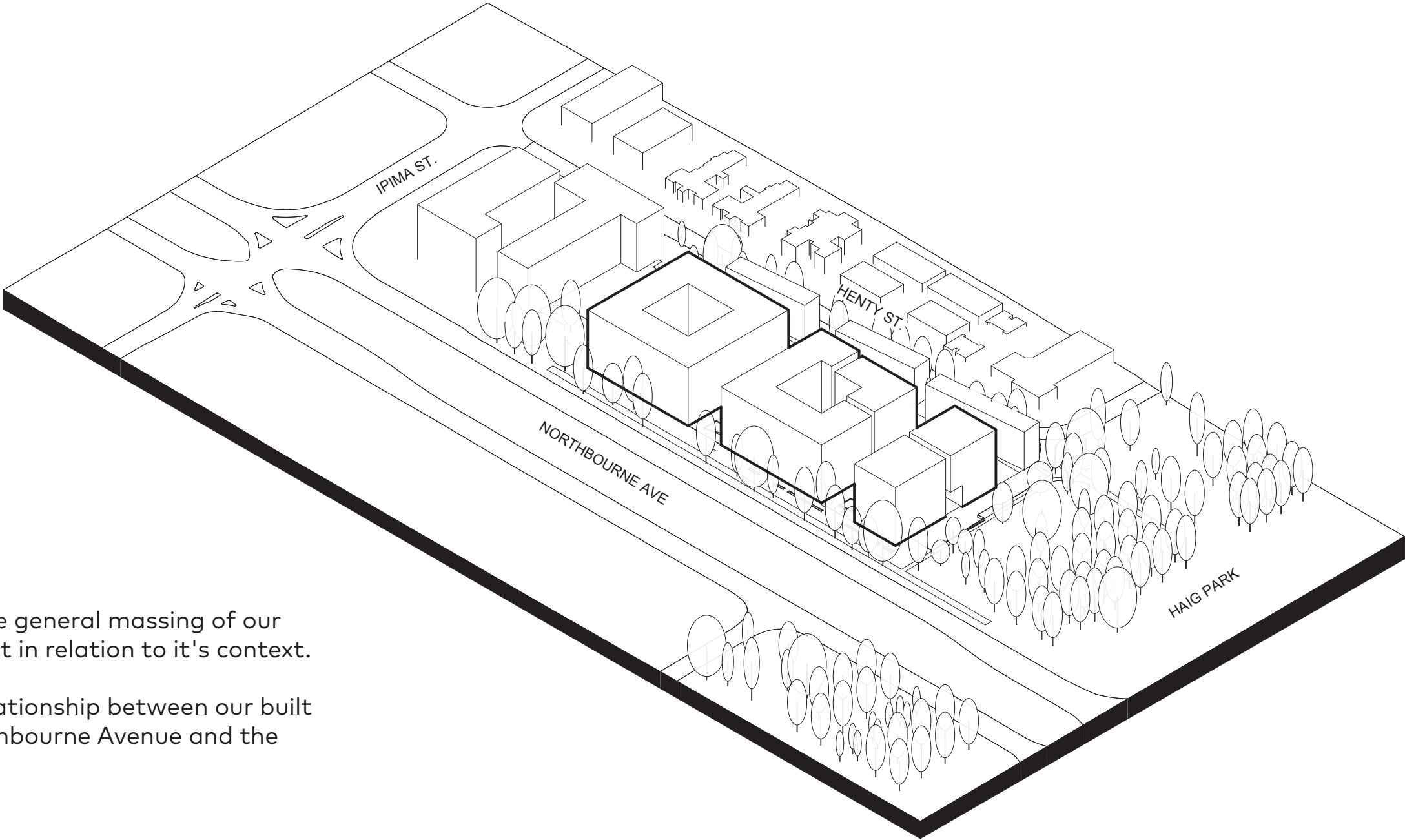
-  PRAM CROSSING
-  CYCLE WAY
-  TRAM LINE

ROAD HIERARCHY



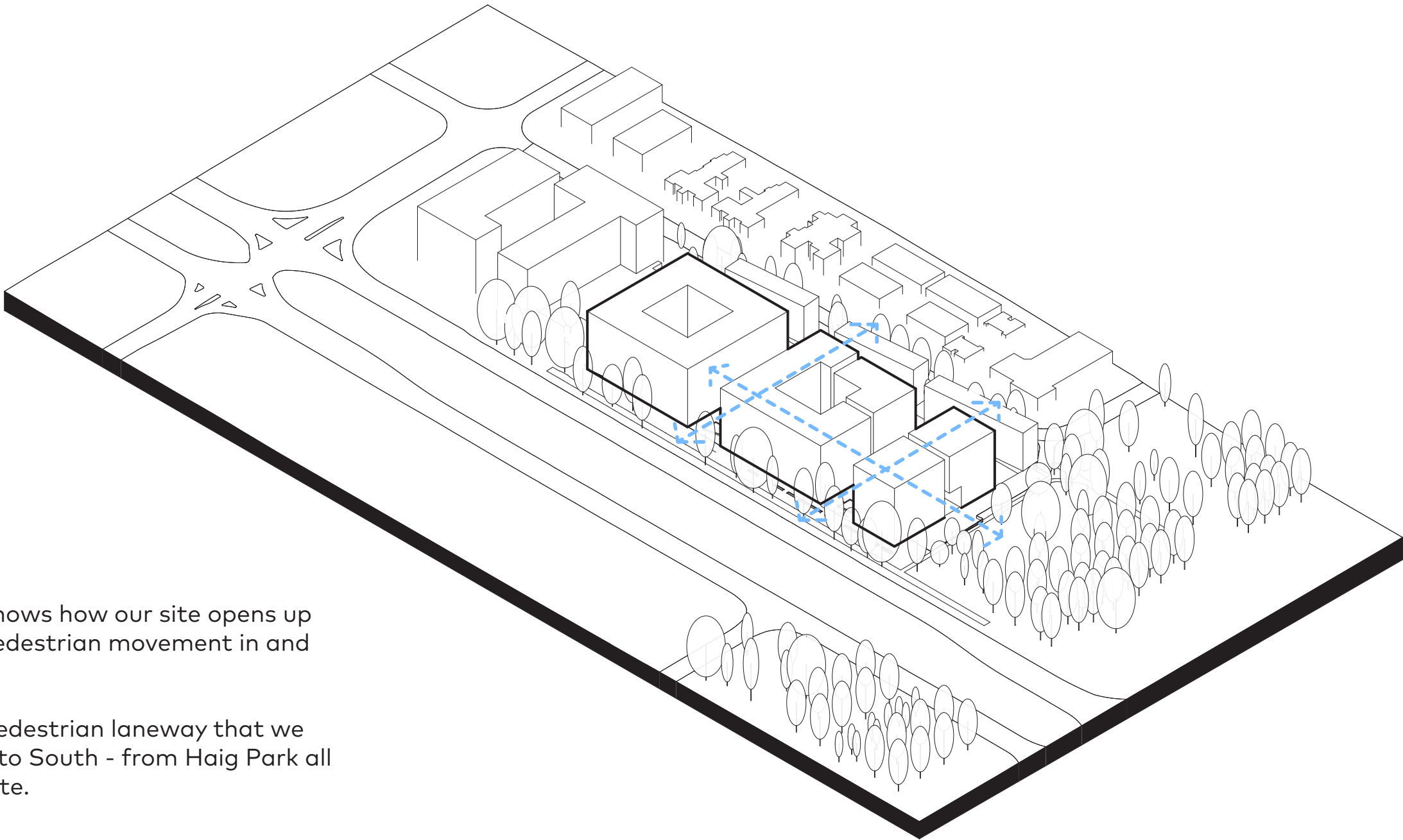
Site Structure





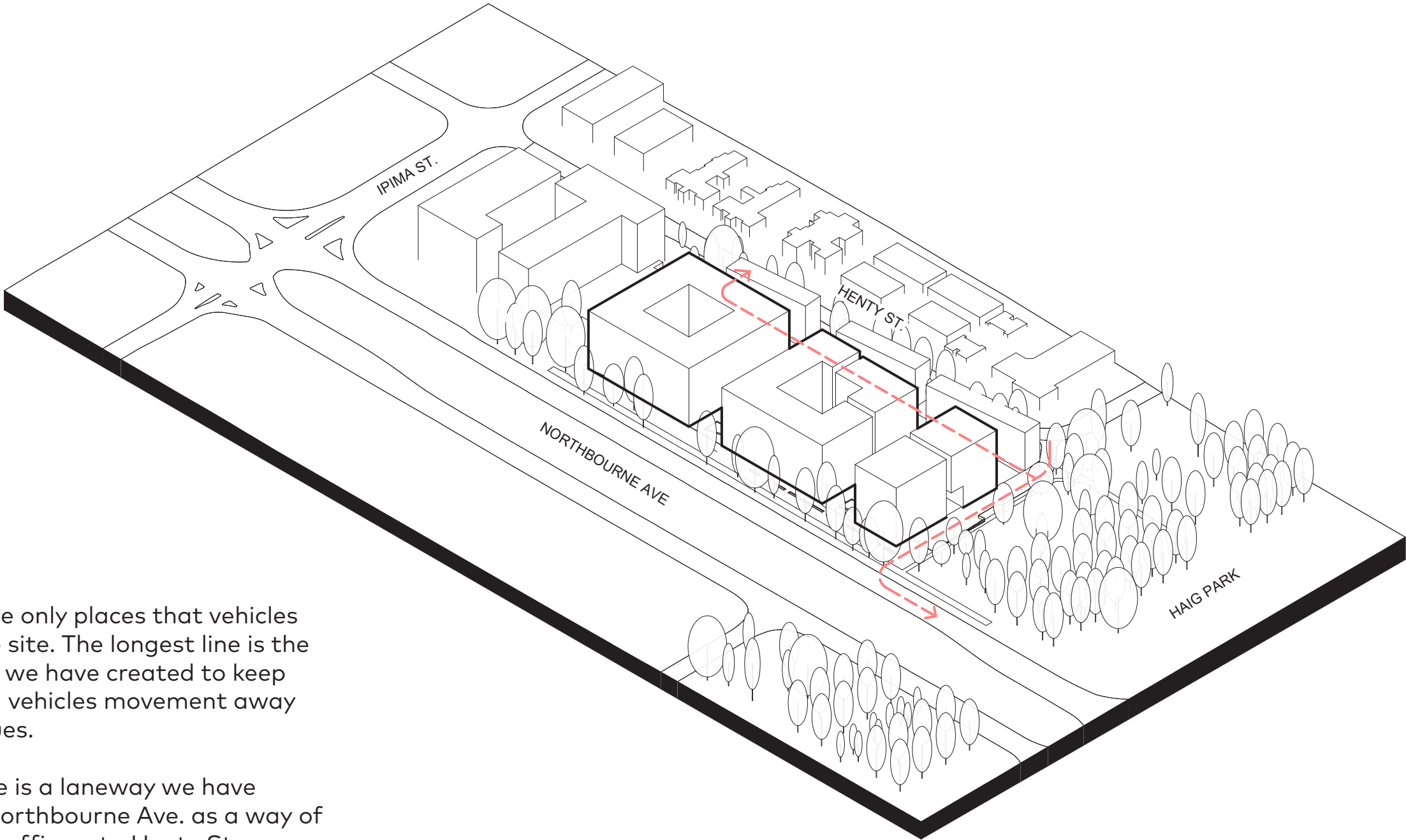
This diagram shows the general massing of our proposed development in relation to it's context.

This touches on the relationship between our built forms, Haig Park, Northbourne Avenue and the residential Henty St.



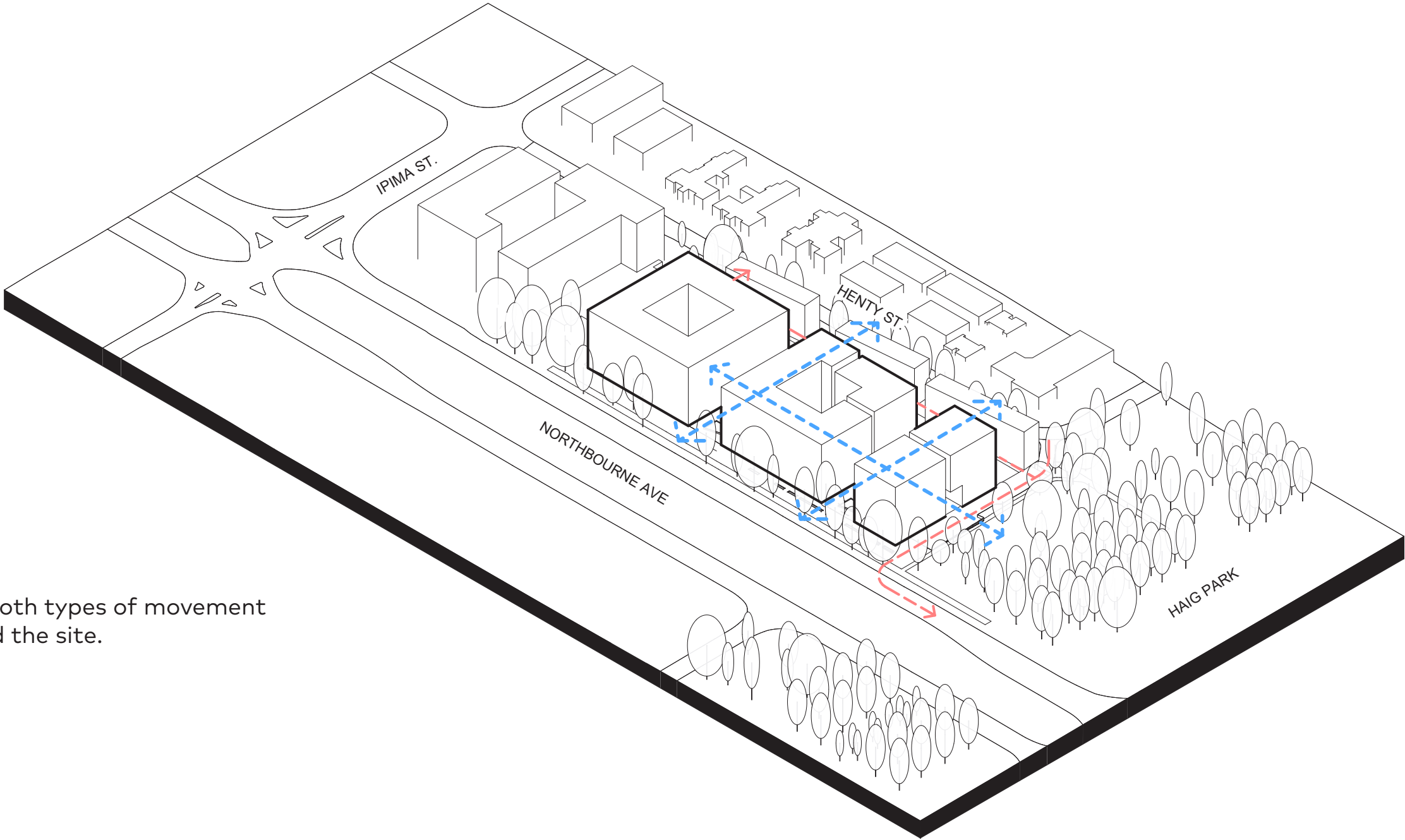
The dashed blue line shows how our site opens up to - and encourages pedestrian movement in and around the site.

The most important pedestrian laneway that we created is from North to South - from Haig Park all the way through the site.

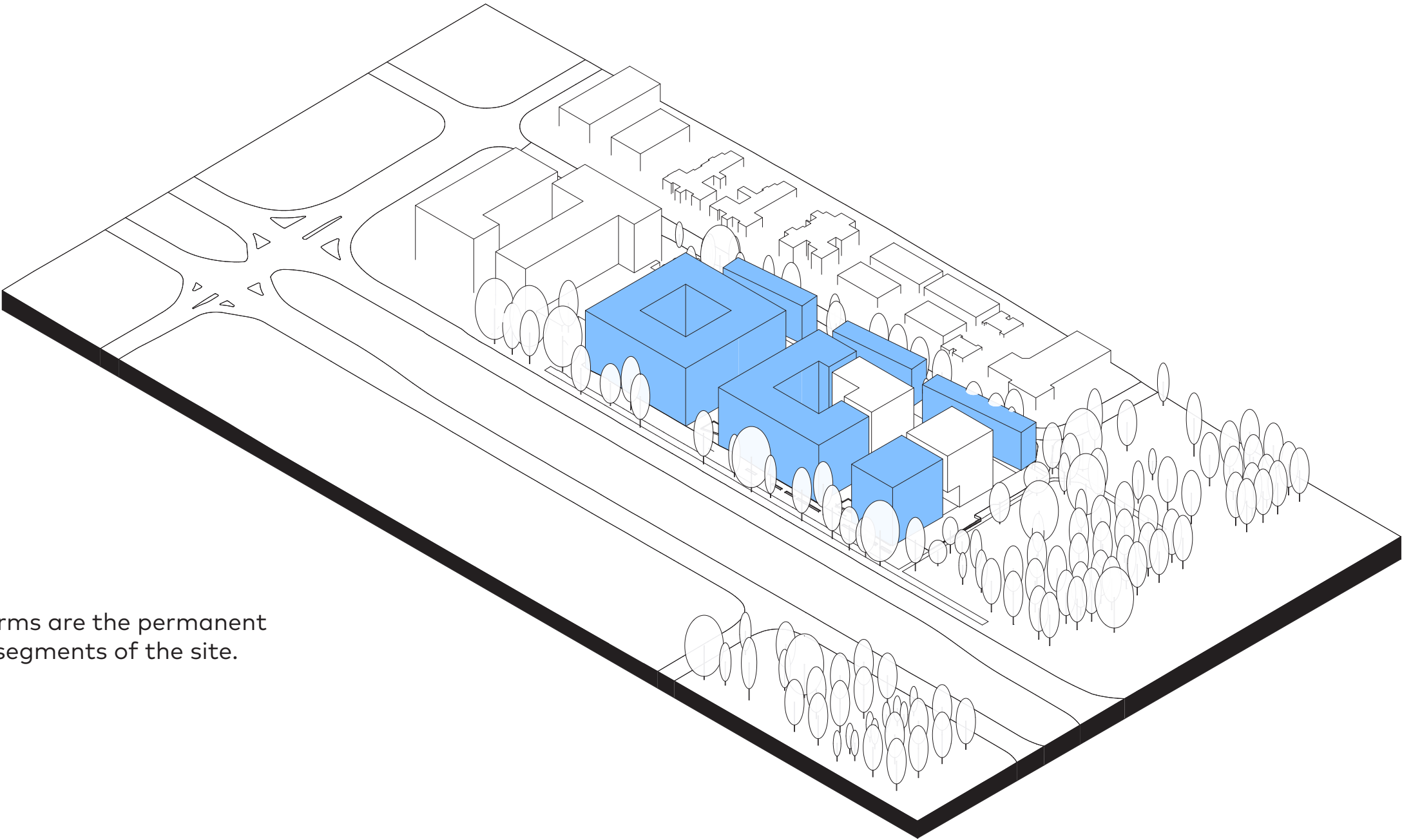


The red line outlines the only places that vehicles can operate within the site. The longest line is the "service corridor" that we have created to keep waste trucks + general vehicles movement away from pedestrian avenues.

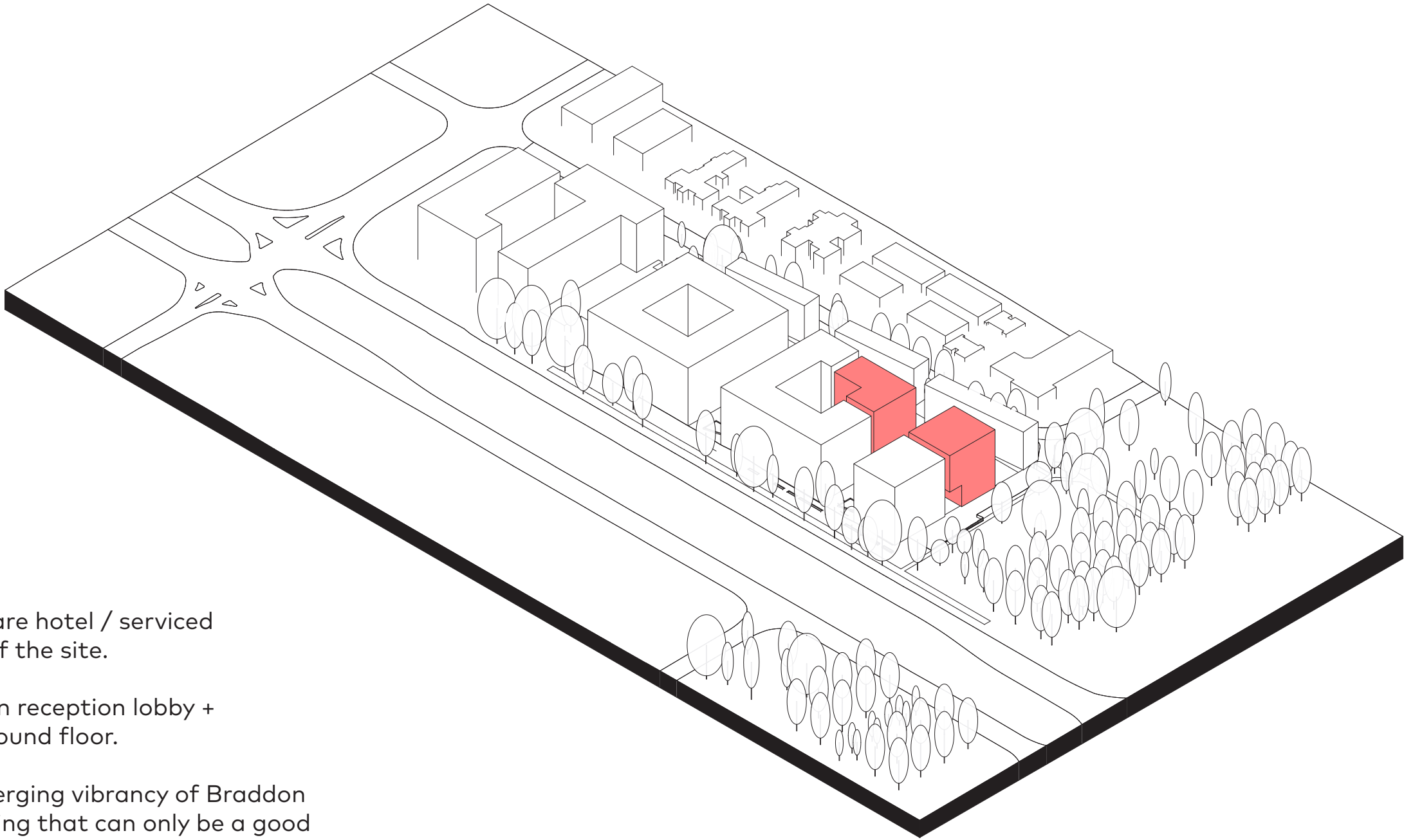
The Southern most line is a laneway we have created to exit on to Northbourne Ave. as a way of easing the burden of traffic on to Henty St.



This diagram shows both types of movement operate in and around the site.



The highlighted blue forms are the permanent residential apartment segments of the site.



The highlighted forms are hotel / serviced apartment segments of the site.

Each will have their own reception lobby + restaurant space on ground floor.

This will add to the emerging vibrancy of Braddon and Haig Park, something that can only be a good thing.

SITE STRUCTURE

Diagram/ drawing showing opportunity to create green link between Haig Park and the Expansion Mural with two additional mid-block crossings.

The rest of the site is occupied by 6 buildings, the majority of which permanent residential apartments.

Included within the site is 2 blocks of serviced apartments / hotel rooms which will each have reception lobbies + restaurant spaces on their ground floors.

BUILDING ENTRIES

ALL FEED OFF THE CENTRE "AVENUE"

PRAM CROSSING

INCIDENTAL ONLY NOT A SIGNALISED CROSSING

LANDSCAPED PARKS

GAPS BETWEEN BUILDINGS WILL BE ACTIVATED AS POCKET PARKS FOR ALL PUBLIC TO ACCESS AND GIVE BACK TO NORTHBOURNE AVE

LIGHT-RAIL

NEAREST STOPS AT ELOUERA STREET TO THE SOUTH AND IPIMA STREET TO THE NORTH

CYCLE WAY

FORMS PART OF GREATER ACTIVE TRAVEL NETWORK

REX HOTEL

BASEMENT ENTRY

SERVICE LANE

ALL SERVICES AND VEHICLE MOVEMENT IS RESTRICTED TO THIS STRIP

MID-BLOCK CROSSINGS

PEDESTRIAN ONLY FACILITATES LEVEL CHANGE BETWEEN NORTHBOURNE AVENUE AND HENTY STREET

NORTH - SOUTH PEDESTRIAN AVENUE

PEDESTRIAN BOULEVARD THAT CONNECTS THE WHOLE SITE TO HAIG PARK

2 HOTELS

ADDING TO VIBRANCY OF HAIG PARK, EACH WILL HAVE RESTAURANT ON GROUND FLOOR

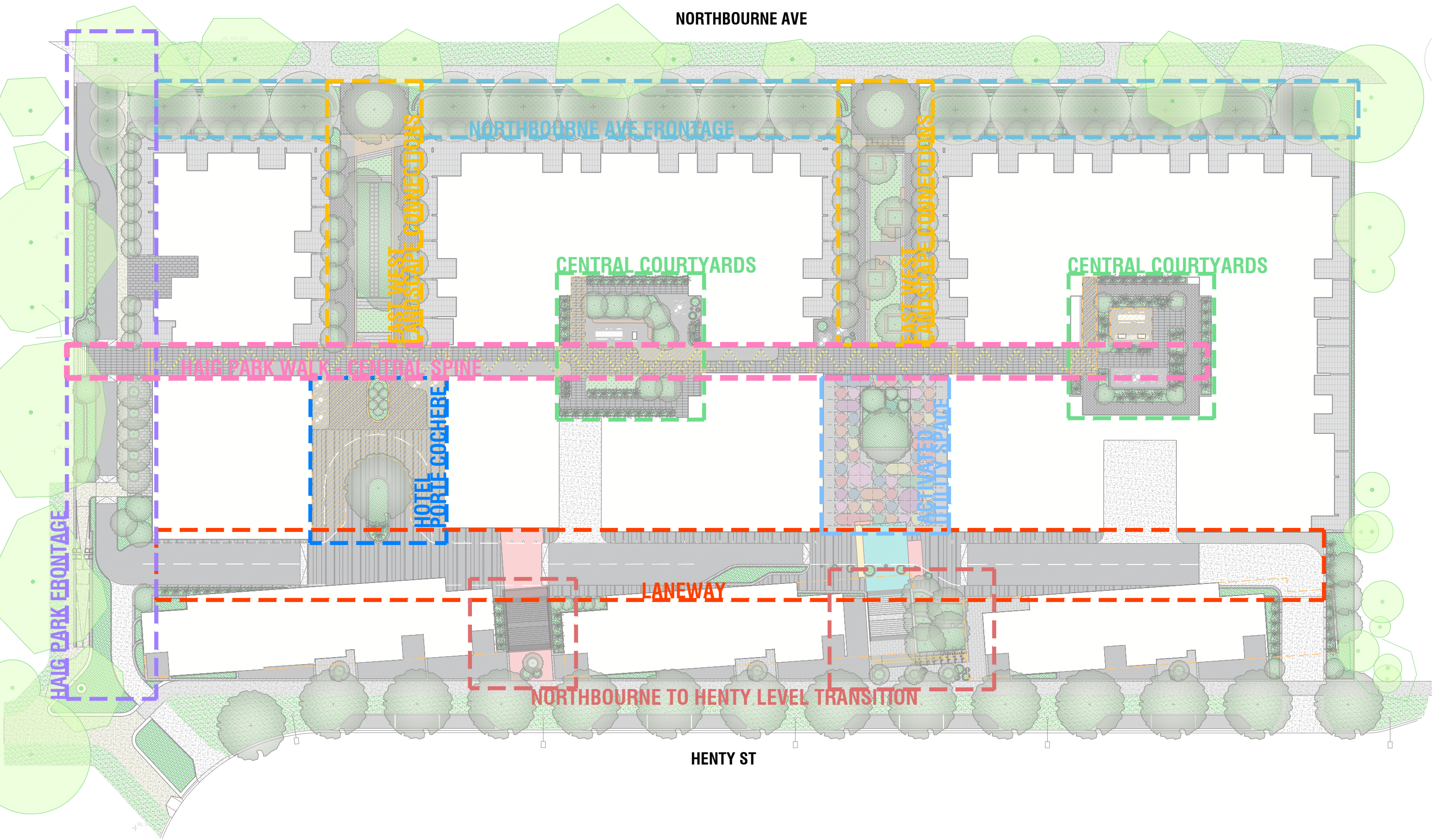
ACTIVE TRAVEL NETWORK

TO BE UPGRADED AND MAINTAINED

SHARED ZONE

VEHICULAR ACCESS VIA HENTY STREET. EXIT ONLY ON TO NORTHBOURNE AVENUE. PROVISION FOR SERVICE VEHICLES AND PICK / SET DOWN

HAIG PARK



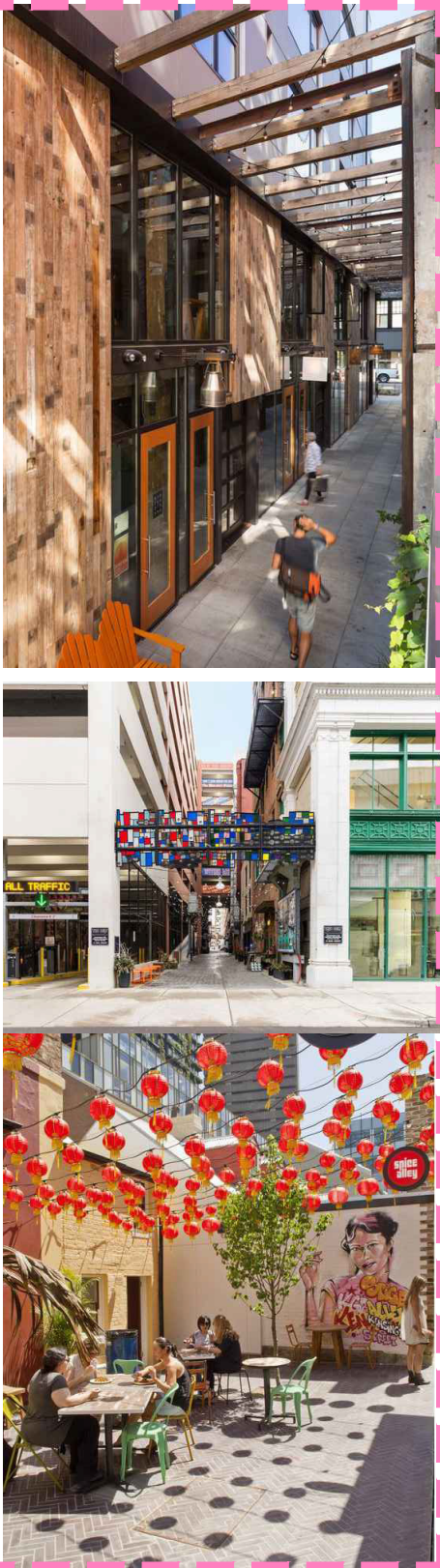
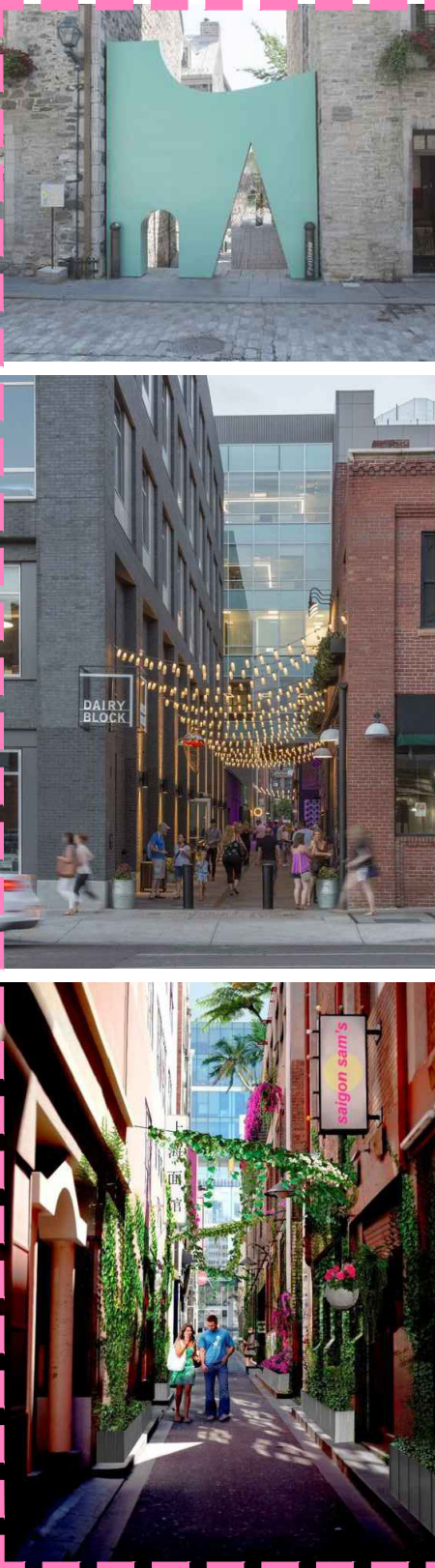
NORTHBOURNE AVE FRONTAGE



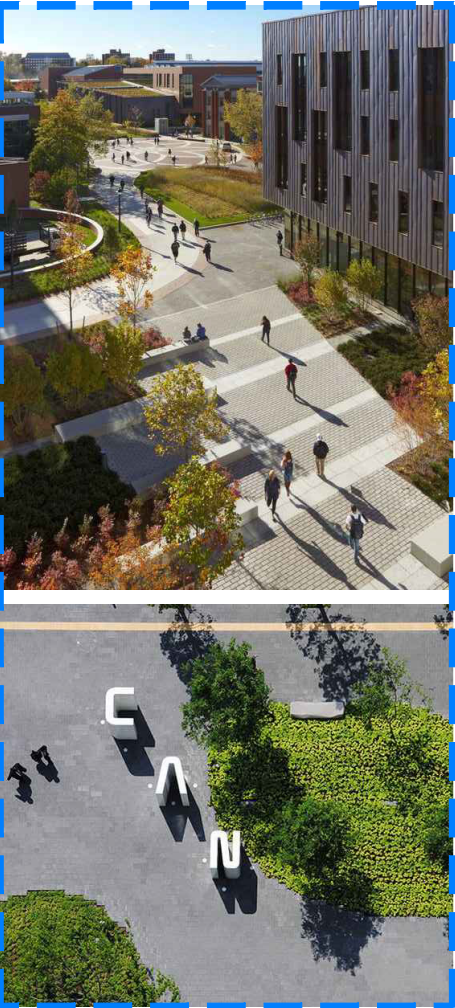
EAST WEST LANDSCAPE CONNECTIONS



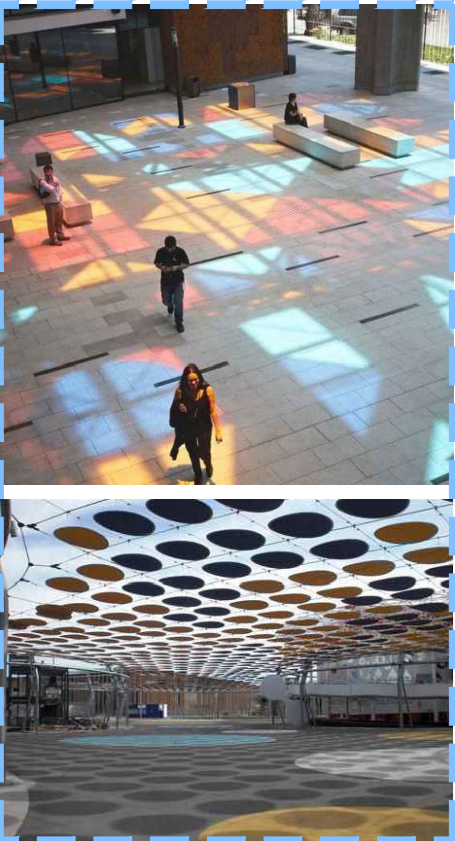
HAIG PARK WALK - CENTRAL SPINE



HOTEL PORTE COCHERE



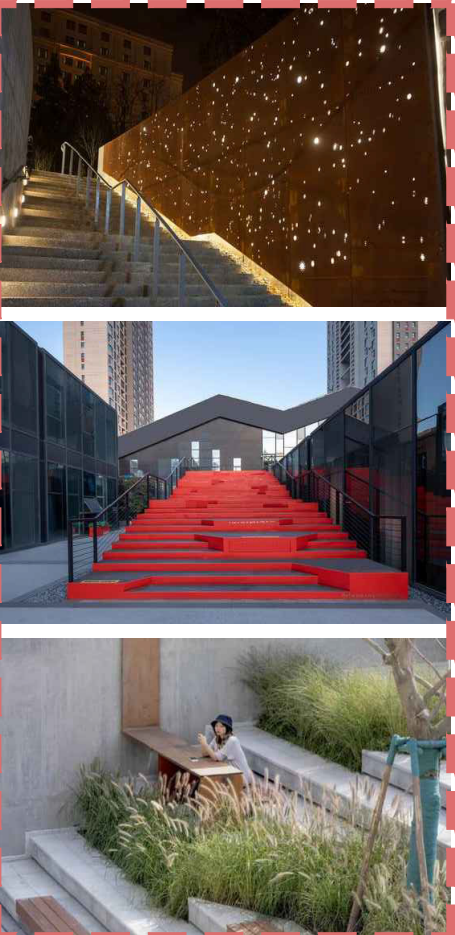
ACTIVATED UTILITY SPACE



LANEWAY



NORTHBOURNE TO HENTY LEVEL TRANSITION



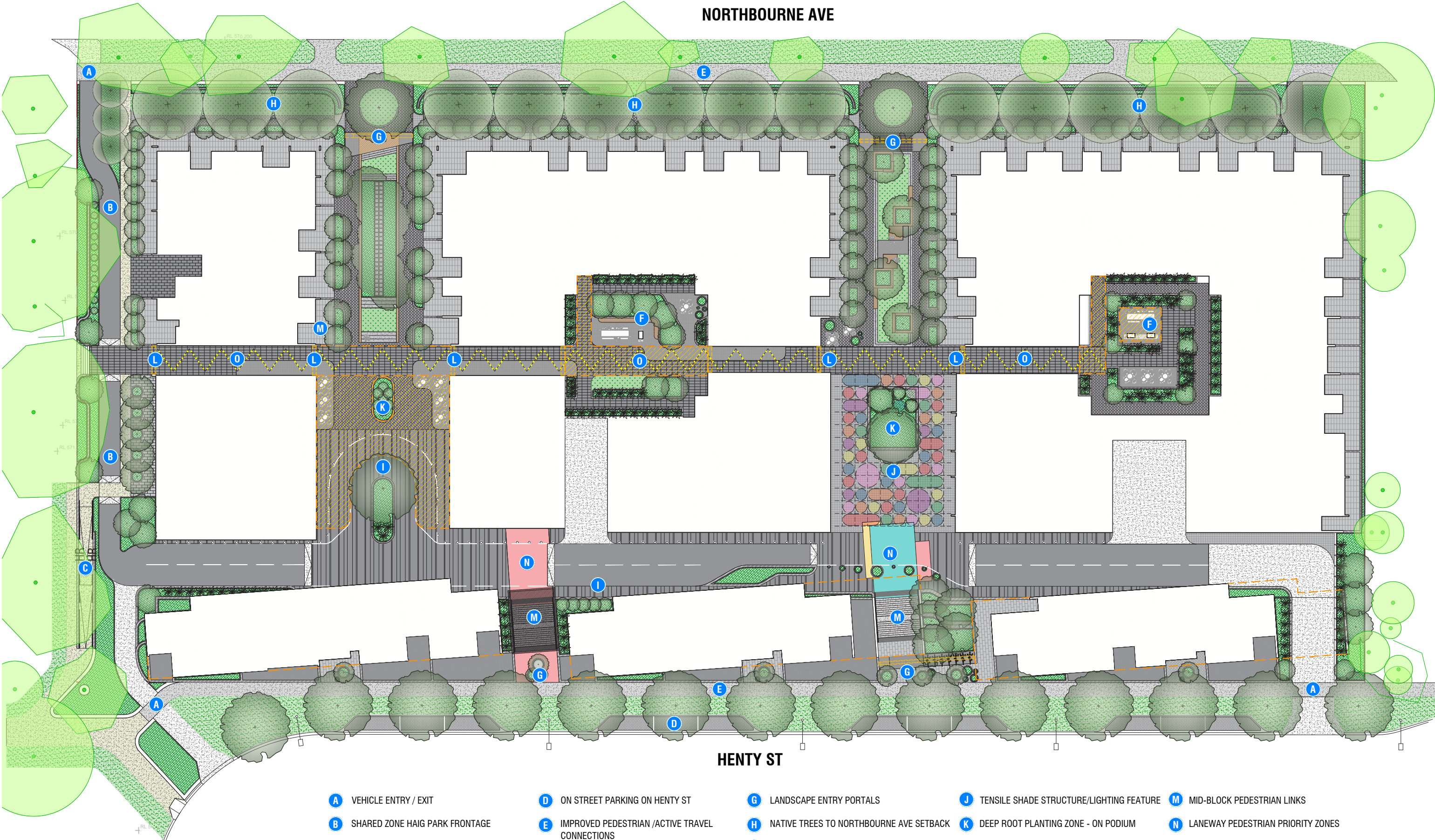
HAIG PARK FRONTAGE



CENTRAL COURTYARDS



NOT FOR CONSTRUCTION



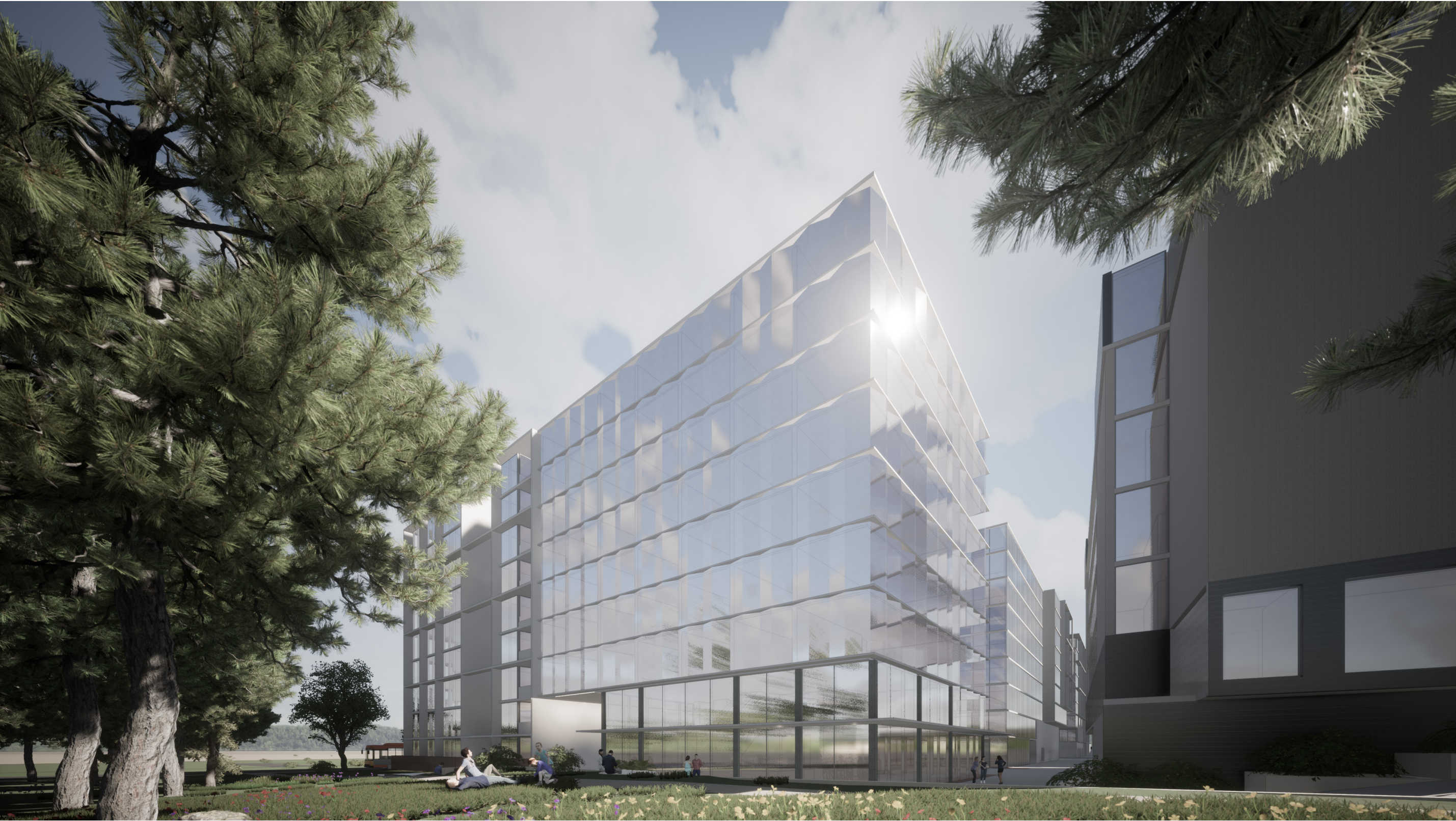
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|---|---|--|---|--|
| A VEHICLE ENTRY / EXIT | D ON STREET PARKING ON HENTY ST | G LANDSCAPE ENTRY PORTALS | J TENSILE SHADE STRUCTURE/LIGHTING FEATURE | M MID-BLOCK PEDESTRIAN LINKS |
| B SHARED ZONE HAIG PARK FRONTAGE | E IMPROVED PEDESTRIAN /ACTIVE TRAVEL CONNECTIONS | H NATIVE TREES TO NORTHBOURNE AVE SETBACK | K DEEP ROOT PLANTING ZONE - ON PODIUM | N LANEWAY PEDESTRIAN PRIORITY ZONES |
| C ACCESSIBLE PATH OF TRAVEL FROM HAIG PARK | F COMMUNAL OUTDOOR RECREATION AREAS | I HOTEL DROP OFF ZONE | L SECURE ENTRY PORTAL | O HAIG PARK WALK - CENTRAL SPINE |

NOT FOR CONSTRUCTION

Facades

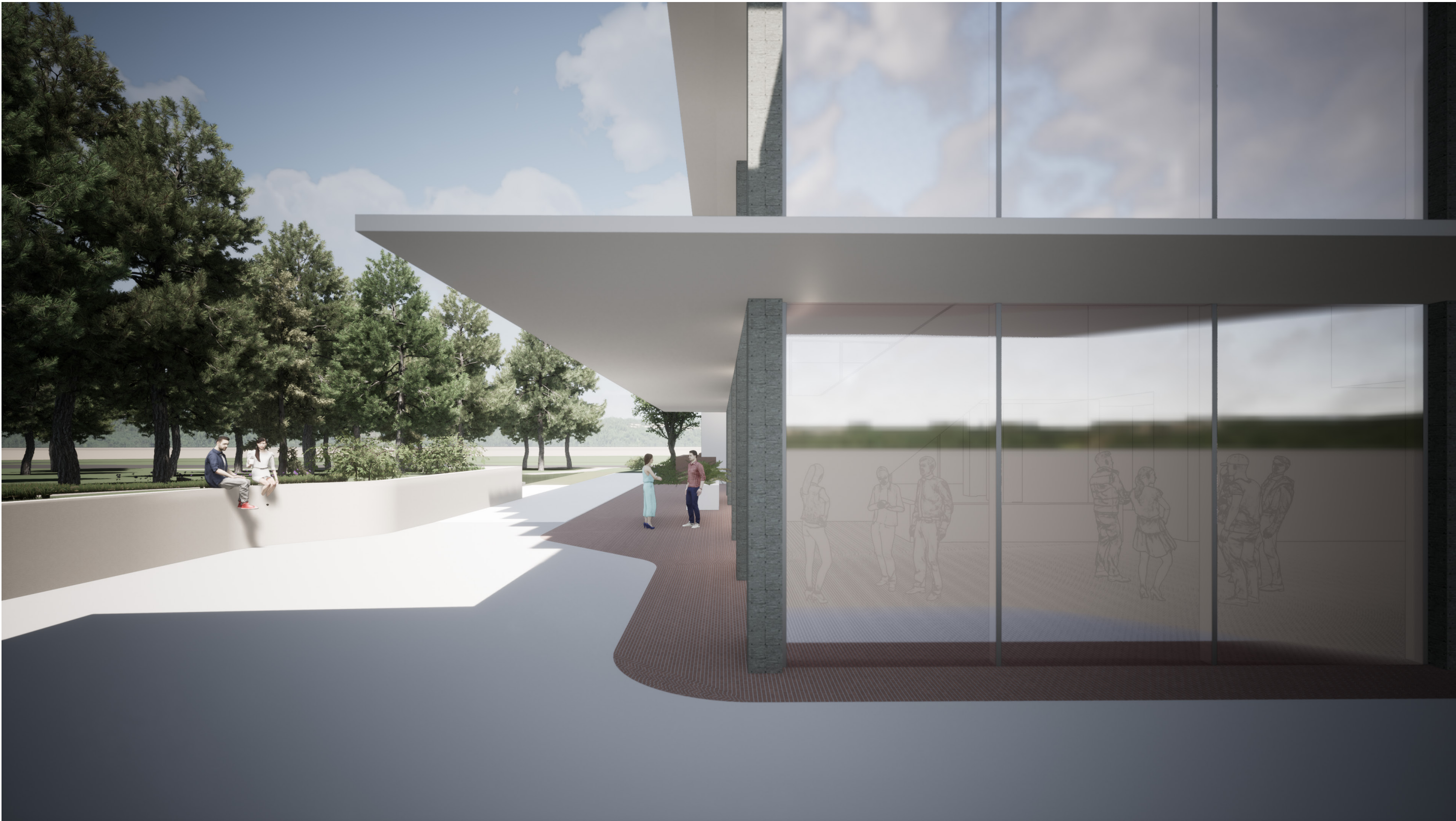


















SESSION DETAILS

- DATE: THURSDAY 24 MARCH 2022
- TIME: 4.30PM - 6.30PM
- PHONE: (02) 6180 0100

PROJECT WEBSITE

WWW.JWLAND.COM.AU/BLOCK-4-SECTION-60-BRADDON/

ENQUIRIES

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