



ACT
Government

KIPPAX GROUP CENTRE

MASTER PLAN

MARCH 2019



ISBN: 978-1-921117-80-0

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DEFINITIONS

Active frontages occur when people can interact between the buildings and the streets and public spaces, such as shop fronts, building entrances and transparent building facades.

Active travel is travel that involves physical activity such as walking and cycling.

Active uses are uses that generate activity at the ground floor. Active uses include cafes, shop fronts and building entrances.

Blocks and sections are how areas of land are identified in the ACT. Land is divided into divisions, suburbs, sections and blocks. Territory Plan zoning determines what activities/uses can occur on the blocks. Blocks are usually leased to one entity.

Built form relates to the buildings, associated structures and surrounding public spaces.

Human scale reflects a sympathetic proportional relationship between the built form and human dimensions where people are not overwhelmed by the built form. Human scale contributes to a person's perception of buildings or other features in the public domain. It is typically referred to when discussing the bulk and scale of development.

Land use zones are allocated by the Territory Plan to all land within the ACT. They define what land uses can or cannot occur on a piece of land. See the Territory Plan and more about the zoning system at www.legislation.act.gov.au/ni/2008-27

Living (green) infrastructure is the integrated system of vegetation, open spaces and waterways in urban areas. It also includes the soil and ground surfaces.

Mixed-use development includes a mix of complementary land uses such as restaurants and small shops at ground level and residences above. Mixed-use development can be horizontal or vertical.

Podium or building base refers to the lower storeys of a tall building that people passing by see and interact with. It is designed to present an appropriate human scale to the streets and public

spaces. Podiums can be used to transition down to lower-scale buildings, and minimise the impact of car parking and servicing areas.

Public domain refers to spaces that belong to or are available to the public, including parks, streets and other public spaces such as plazas, courtyards and open spaces.

Shared use is a path for non-motorised transport, with the exception of motorised wheelchairs and power-assisted pedal cycles. Both pedestrians and cyclists share these paths.

Shared zone (or shared spaces) is a road or place that is shared safely by vehicles, cyclists and pedestrians. A shared zone may include the removal of traffic lights, pedestrian barriers, road markings and kerbs to give equal priority to all users and require negotiation between users.

Solar access is the ability of a building or public space to receive sunlight without obstruction from other buildings.

Surveillance or passive surveillance is the 'eyes on the street' from residents and people going about their daily activities, which creates a sense of safety onto streets and public spaces.

Urban heat island effect is a metropolitan area that is significantly warmer than its surrounding areas. The main cause of the heat island effect is the use of materials that store and radiate heat into the surrounding areas, for example concrete and bitumen.

Visual cues are elements in the public domain that contribute to a person's understanding of a place. For example, buildings may gradually get taller as you travel closer to a town centre, providing an understanding that you are approaching a major centre.

Water sensitive urban design (WSUD) is the planning, design and/or construction of the built environment to minimise water runoff and ensure any runoff causes the least amount of damage. It is also about wise use of that water to improve our urban environment.

EXECUTIVE SUMMARY

The ACT Government has prepared a master plan for the Kippax group centre (the centre) that sets out a vision, planning principles, spatial framework and planning strategies to guide growth and development in the centre over time.

This Kippax Group Centre Master Plan has been prepared in response to actions outlined in the ACT Planning Strategy (2012). These include the need to: investigate opportunities for urban intensification for the centre; to ensure everyone has access to a range of facilities, services and opportunities for social interaction; and to encourage active travel to and from the centre. The master plan also seeks to respond to transitional impacts on the Kippax group centre in anticipation of significant population growth in West Belconnen, particularly in the Ginninderry area.

The centre was established in the 1970s. Its intended function was to provide weekly shopping opportunities for the surrounding 'neighbourhood group' of suburbs, primarily Holt, Latham, Macgregor and Higgins. Today, the centre continues to provide services and facilities for these suburbs, as well as accommodating the more recent growth generated by increased residential development in West Belconnen.

Preparation of this master plan involved extensive background research and analysis, including:

- consideration of strategic planning directions and policies
- consideration of background research, reports and analysis
- consideration of a community panel process to discuss the development and redevelopment opportunities for the centre, and
- responding to outcomes from community and stakeholder engagement activities undertaken as part of the master planning process.

The key findings include:

- There is adequate market demand for the centre to support significant retail expansion into the future.
- The centre functions as a major public transport hub for the west Belconnen area and is well placed to build upon and strengthen its capacity in this role.
- There is potential to incorporate new residential and mixed-use development within the centre to increase the vibrancy of the centre and provide for greater housing choice.
- The provision of adequate and accessible car parking is an important drawcard for visitors to the centre.
- The centre's public spaces would benefit from being enhanced, particularly on Hardwick Crescent and at the central plaza to the south of the Kippax Library.
- The safety and convenience for pedestrians and cyclists needs to improve, both within the centre and for access to the centre from surrounding suburbs.

In response to these findings, this master plan outlines a vision that captures what is valued about the centre, and sets out what it could become in the future.

The new vision for the Kippax group centre is:

.....

THE KIPPAX GROUP CENTRE WILL BE AN INVITING, SAFE AND ACCESSIBLE CENTRE THAT CONNECTS PEOPLE WITH THEIR COMMUNITY. IT WILL PROVIDE OPPORTUNITIES FOR DIVERSITY AND CHOICE THROUGH OFFERING A RANGE OF SHOPS, SERVICES, TRANSPORT AND HOUSING.

.....

This vision is supported by seven planning principles, which inform planning strategies. The principles and strategies provide direction and guidance for the future development of the centre over the long term, considering the range of issues identified during community engagement and in the background research and analysis.

Some of the key recommendations proposed by this master plan, as indicated in **Map 1**, include:

- enhancing the centre's role as a future major public transport hub
- providing new opportunities for retail expansion and mixed use development (including residential) across the centre
- encouraging a centre structure and built environment to reinforce street-based activity
- creating a community hub for the centre by co-locating community facilities together to the west of Kippax Fair, just south of the Kippax Library
- enhancing the public spaces in the centre to create vibrant meeting places where people can linger and socialise
- improving the connections to and within the centre for a better pedestrian and cycling experience and to encourage active travel
- managing car parking within the centre to provide for economic efficiencies and improved access through the car park areas, and
- promoting ecological enhancements such as additional large tree plantings and water sensitive urban design.



Map 1: Spatial framework



LEGEND

	CENTRAL PLAZA		NEW COMMUNITY FACILITIES BUILDING		SKATE RAMP
	SHARED ZONE		ALLOW TENNIS COURTS EXPANSION		CREATE COMMUNITY HUB
	PEDESTRIAN SPINE		POTENTIAL TO RELEASE FOR FUTURE DEVELOPMENT		POTENTIAL STRUCTURED CARPARK SITE
	POTENTIAL ROAD, PEDESTRIAN AND CYCLIST CONNECTION		POTENTIAL PRIVATE LEASE REDEVELOPMENT		RE-LOCATE PARK AND RIDE
	POTENTIAL FUTURE LIGHT RAIL CORRIDOR		POTENTIAL TO RECONFIGURE CAR PARK LAYOUT		RE-LOCATE BUS LAYOVER
	KEY CYCLIST AND PEDESTRIAN PATHS				UNDERPASS
	50M BLOCK SETBACK FROM MOYES CRESCENT				RE-LOCATE AND EXPAND KIPPAX BUS STATION

1. INTRODUCTION

Kippax Group Centre Master Plan



Kinnick Bus Stop
Route Information

Route	Destination	Frequency
101	Highway 101	Hourly
102	Highway 102	Hourly
103	Highway 103	Hourly
104	Highway 104	Hourly
105	Highway 105	Hourly

1. INTRODUCTION

1.1 PURPOSE AND SCOPE

The ACT Government is committed to the renewal and revitalisation of Canberra's neighbourhood centres, which include suburban group centres such as Kippax. This master plan is the result of extensive community and stakeholder engagement and has been informed by background studies and analysis. This master plan outlines strategies and makes recommendations that aim to provide an integrated and community-supported vision for the Kippax group centre (the centre).

Over the past few years, key strategic documents for the ACT have been introduced including the ACT Planning Strategy (2012); Transport for Canberra (2012); AP2: A New Climate Change Strategy and Action Plan for the ACT (2012); the Active Travel Framework (2015); the ACT Adaptation Strategy (2016); and the Minister for Planning's Statement of Planning Intent (2015).

In 2018 the refreshed ACT Planning Strategy was released. This strategy builds on the success of the 2012 strategy, which encouraged a more compact city by focussing urban intensification in town centres, group centres and along major public transport routes. The ACT Planning Strategy (2012) identified the need to support convenient access to a range of facilities, services and opportunities for social interaction by reinforcing the role of group centres as community hubs. The ACT Planning Strategy (2018) also builds on this approach.

This master plan process included four stages of community engagement. Stages 3 and 4 were additional to usual master plan engagement processes to provide the community with increased opportunities to be informed about development of the master plan. Community and stakeholder engagement plays an important role in the development of master plans, with the Environment, Planning and Sustainable Development Directorate (EPSDD) consulting local residents, local businesses, community groups, private interest groups and ACT Government agencies.

The first stage of community engagement was undertaken by the Riverview Group between February and May 2014 and sought feedback on the preliminary challenges and opportunities that exist in the centre. This informed the second stage of engagement from November 2015 to February 2016, which sought feedback on the draft master plan.

During community engagement on the draft master plan, the owners of the Kippax Fair shopping centre conducted their own community engagement about an alternative development proposal for retail expansion to the east of the centre and over part of the existing Holt District Playing Fields. This process was independent of the ACT Government's master planning process. Kippax Fair's engagement indicated support for their proposal, which suggested a different approach from that proposed by the ACT Government's draft master plan.

In response, the ACT Government undertook a third stage of community engagement by establishing a community panel process to discuss the development and redevelopment opportunities for the centre, particularly in relation to how retail uses could expand in the centre. The community panel met in July, September and October 2017. The community panel agreed on several key points, including to expand retail to the east of the centre over part of the existing Holt District Playing Fields. The Kippax Group Centre Draft Master Plan was revised to reflect these key points of agreement.

The fourth stage of community engagement, held between December 2017 and March 2018, sought feedback on the revisions to the draft master plan in response to the outcomes of the community panel process. This final stage of engagement found support for the revisions and informed the finalisation of this master plan.

Map 2: Master plan study area



LEGEND

1	KIPPAX GROUP CENTRE	5	WEST BELCONNEN FAMILY CENTRE	1	SOUTHERN CROSS DRIVE
2	KIPPAX LIBRARY	6	KALPARRIN AGED CARE	2	HARDWICK CRESCENT (WEST)
3	KIPPAX FAIR	7	HOLT DISTRICT PLAYING FIELDS	3	STARKE STREET
4	KIPPAX UNITING CHURCH	8	KINGSFORD SMITH SCHOOL	4	MOYES CRESCENT

This master plan provides an overview and background analysis of the study area. It recommends a vision, spatial framework, planning principles and strategies that will guide the growth and development in the centre over time. Key strategies and recommendations are based on the background analysis and community engagement feedback received as part of the master plan process.

Map 2 illustrates the master plan study area.

1.2 MASTER PLAN STUDY AREA

The Kippax group centre is located in the suburb of Holt in the Belconnen district. The study area is bounded by Southern Cross Drive to the north, Moyes Crescent to the east and Starke Street and Hardwick Crescent to the west (**Map 2**).

While focussed on the centre, the master plan also considers the relationship with the areas of influence adjacent to the study area, including the Kalparrin Aged Care facility, Kippax Uniting Church, Kingsford Smith School and Ginninderry.

This master plan considers connections, in particular pedestrian and cycle links, from the areas of influence to the study area. The master plan also considers the connections to surrounding residential areas, facilities, public transport and public spaces.

1.3 BLOCK AND SECTION MAP

Under the Territory Plan, Canberra is divided into divisions, suburbs, sections and blocks, with blocks usually leased to one entity. Blocks and sections are referred to in this document. **Map 3** provides a quick reference to help the reader identify blocks and sections within the master plan area.

1.4 WHAT A MASTER PLAN DOES

A master plan defines what is important about a place and identifies opportunities for preserving and enhancing the quality of that place. A master plan offers town and group centres long-term planning frameworks for urban renewal and is guided by key actions and strategies identified in both the previous and current ACT Planning Strategy.

It identifies the need to investigate opportunities for urban intensification for the centre and ensures everyone has access to a range of facilities and services. It aims to improve vibrancy by providing opportunities for social interaction by reinforcing the role of the centre as a community hub.

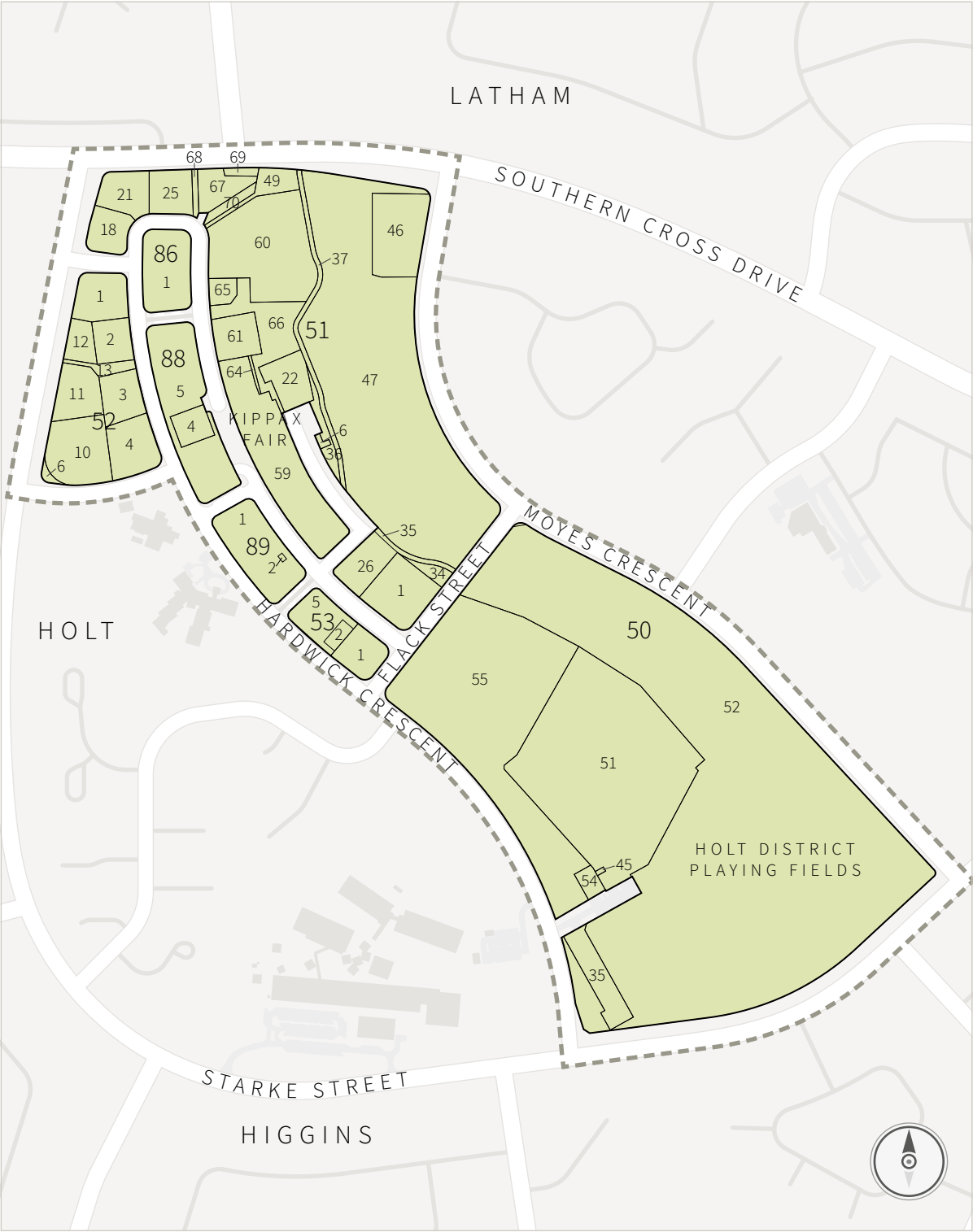
This master plan provides a vision, spatial framework and strategies to guide the future development of the Kippax group centre. A master plan is a non-statutory document that can recommend planning policies, opportunities for land release, public domain upgrades and further studies.

1.4.1 PLANNING POLICIES

The Territory Plan is the key ACT statutory planning document that provides the policy framework for the administration of land use and planning. It specifies what may and may not happen on each block of land. Potential changes and inclusions in the Territory Plan take the form of a new or revised precinct code for the centre.

A precinct code sits within the Territory Plan and provides place-specific planning controls. This master plan, which is informed by community input, makes recommendations for revisions to the Holt Precinct Map and Code in regard to appropriate land use, building heights, building setbacks and location of active frontages.

Map 3: Block and section



LEGEND

	STUDY AREA	1	SECTION NUMBER
	SECTION BOUNDARY	1	BLOCK NUMBER
	BLOCK BOUNDARY		

1.4.2 OPPORTUNITIES FOR LAND RELEASE

Land release is the sale of Territory-owned land. The supply and release of land in the ACT considers factors such as forecast population changes, household changes, demand for land and the capacity to cost effectively deliver key infrastructure and services.

The Kippax group centre has a number of Territory-owned blocks which have the potential to be released for sale. Most of these blocks are existing surface car parks along Hardwick Crescent.

1.4.3 PUBLIC DOMAIN UPGRADES

Infrastructure and public space improvements are recommended to realise the vision and some of the strategies of this master plan. There are opportunities for the private sector to contribute to the public domain through partnerships with the government or as part of off-site works. Works undertaken by the ACT Government will involve further investigations by various government agencies and funding consideration through future government budget bids. Public domain upgrades undertaken by the ACT Government are based on a number of considerations including population growth, the age of existing assets and infrastructure and the wider budget context within the Territory.

1.4.4 FURTHER STUDIES

These may be required to progress some strategies that are either outside of what a master plan can achieve or may take more time to investigate and resolve.

1.5 MASTER PLAN PROCESS

This master plan process included five main stages (**Figure 1**), with opportunities for the community and stakeholders to provide input during stages 1, 2, 3 and 4.

The process commenced with Stage 1, which involved gathering and analysis of information, including community engagement, to help inform the preparation of the draft master plan. This process was informed by activities undertaken as part of the strategic planning review undertaken by the Riverview Group in 2013–2014.

The draft master plan represented Stage 2 of the process. Feedback from stakeholders and the community on the draft master plan informed Stage 3, the community panel process.

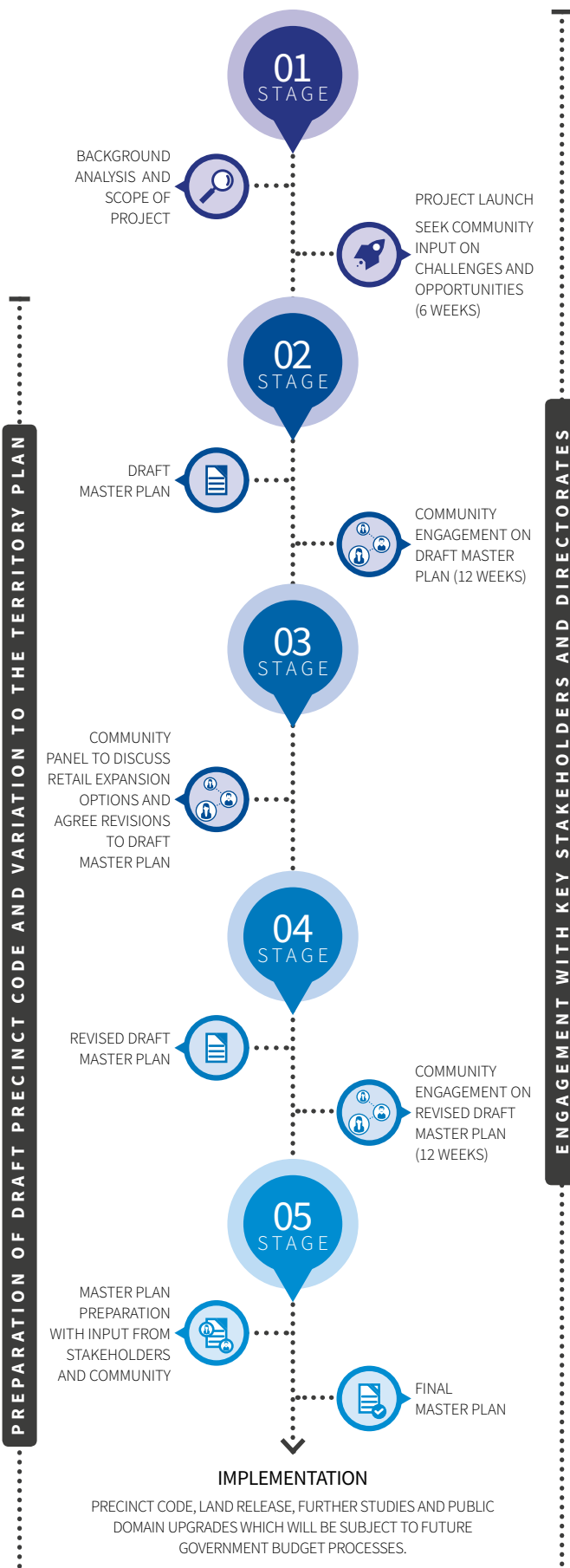
Stage 3 involved establishing a community panel to discuss the development and redevelopment opportunities for the centre, particularly in relation to potential retail expansion to the east of the centre over part of the existing Holt District Playing Fields. The community panel reached agreement on several terms including to expand retail to the east of the centre over part of the existing Holt District Playing Fields. These agreements were used to inform revisions to the Kippax Group Centre Draft Master Plan.

In late 2017 and early 2018 the fourth stage sought feedback on the revisions to the draft master plan. The resulting support for the revisions to the draft master plan informed the development of the final master plan in Stage 5.

The implementation of the master plan includes new planning controls in the form of a precinct code in the Territory Plan, potential land release, public domain upgrade recommendations subject to future budgets and potential further studies.

Figure 1 illustrates how the preparation of a precinct code runs concurrently with the master planning process.

Figure 1: Master plan process



1.5.1 COMMUNITY ENGAGEMENT

Community engagement forms a critical part of the analysis in the early stages of the master planning process and in refining recommendations in the master plan.

The background and analysis section of this master plan, the community engagement reports and the community panel outcomes report provide details of how community engagement was undertaken and a summary of feedback received. The community engagement report, which includes a summary of messages heard from each stage of community engagement, can be seen at www.planning.act.gov.au.

2. PLANNING CONTEXT

Kippax Group Centre Master Plan



2. PLANNING CONTEXT

2.1 STRATEGIC PLANNING

The Kippax Group Centre Master Plan is a strategic policy document that seeks to translate the ACT Government's broader metropolitan policies at a local level. The following section outlines the policy context that applies to the centre.

2.1.1 THE STATEMENT OF PLANNING INTENT

The Minister for Planning released his Statement of Planning Intent in 2015. The statement sets out the key planning priorities for the ACT Government for the next three to five years.

The statement establishes four key planning priorities and associated actions:

- Create sustainable, compact and liveable neighbourhoods with better transport choices.
- Deliver high quality public spaces and streets through place making.
- Deliver an outcome-focussed planning system to reward design excellence and innovation.
- Engage with the community, business and research sectors to optimise planning outcomes.

The Kippax Group Centre Master Plan has incorporated and progresses these priorities.

2.1.2 ACT PLANNING STRATEGY

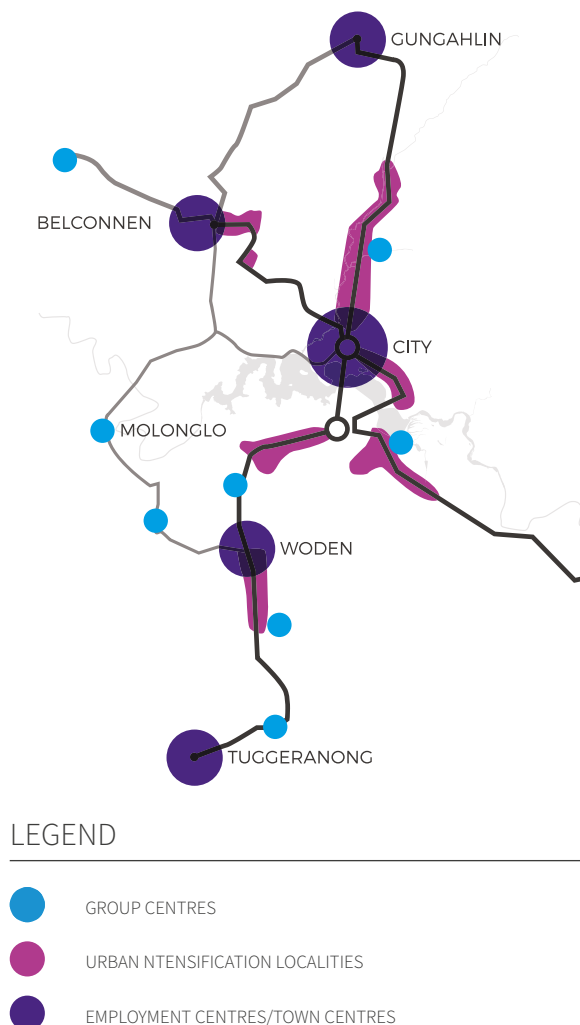
The ACT Planning Strategy (2012) was prepared in response to the changes in ACT's economic, demographic and environmental circumstances. The strategy outlined a series of directions to create a more sustainable city by:

- focusing urban intensification in town centres and group centres supported by public transport to improve the vibrancy of centres
- improving the urban quality and liveability of Canberra
- managing the land and natural resources of the area to conserve where appropriate and to manage growth to ensure a prosperous region, and
- supporting convenient access to a range of facilities, services and opportunities for social interaction by reinforcing the role of group centres as community hubs.

The ACT Planning Strategy's (2012) first direction was of particular relevance to this process and promotes a more compact and efficient city by focusing urban growth in town centres, group centres and along main transit corridors as illustrated in **Map 4**.

The ACT Planning Strategy (2018) continues to support this pattern of growth toward a more compact and efficient city.

Map 4: ACT Planning Strategy (2012) focuses growth in the city centre, town and group centres and along key transit corridors



2.1.3 TRANSPORT FOR CANBERRA

Transport for Canberra (2012) is a companion policy to the ACT Planning Strategy. It seeks to integrate urban planning and transport to ensure Canberra grows in a way that is sustainable, compact and vibrant and that maximises opportunities for urban renewal. Key policy directions include:

- integrate land use and transport through the Frequent Network of public transit corridors
- make walking and cycling the easiest travel options to encourage active travel, and
- strategically managing the road network and car parking.

In addition, the importance of building an integrated transport network will help to improve the efficiency and effectiveness of Canberra's transport network. Integrated transport networks generate economic opportunities and jobs. They are also a catalyst for creating vibrant and attractive urban environments.

2.1.4 ACTIVE TRAVEL FRAMEWORK

Building an Integrated Transport Network – Active Travel (2015) outlines how the government can better integrate planning and the delivery of active travel initiatives to further encourage and support walking, cycling and use of public transport (which also involves walking/riding to the bus stop or final destination). Sound urban planning can shape our suburbs to encourage people to walk, cycle or ride for recreation and social interaction.

2.1.5 CLIMATE CHANGE ACTION PLAN

AP2: A New Climate Change Strategy and Action Plan for the ACT (2012) is the ACT Government's strategic policy on climate change. AP2 guides the Territory's strategy to reduce greenhouse gas emissions by 40% of 1990 levels by 2020 and to transition the ACT to zero net emissions by 2060. In May 2018, the ACT Government brought forward its target for net zero emissions to 2045 at the latest.

AP2 provides a pathway to achieve emission reductions through energy efficiency and increased use of renewable energy. The ACT Government is on track to have 100% renewable electricity by 2020. It also identifies opportunities for improved environmental performance of buildings and infrastructure.

In response to projections for the ACT and region for an increasingly hotter and drier climate with more extreme weather events, the ACT Government has been taking mitigation action to reduce greenhouse gas emissions by minimising use of fossil fuels for heating, cooling and transport, and increasing the efficiency of energy use.

The ACT Government Climate Change Adaptation Strategy (2016) is guiding the community, city and

natural environment to adapt to climate change and become more resilient to its impacts.

2.1.6 ACT WATER STRATEGY AND CATCHMENT MANAGEMENT

The ACT Water Strategy 2014–44: Striking the Balance was endorsed by the ACT Government in July 2014. The strategy incorporates three themes and a detailed implementation plan. It is guiding the management of the Territory's water supply, water resources and catchment practices over the next 30 years. It builds on the original ACT Water Strategy, Think Water, Act Water.

While the emphasis of the original strategy was on water security following the 2003 bushfires and the Millennium Drought, the strategy also focuses on improving water quality and ecosystem health of the region's rivers and streams.

The ACT and Region Catchment Strategy 2016-2046 details factors that affect the wider catchment and includes actions to promote a healthy catchment region. The strategy aims to coordinate government, community and industry to produce a healthy, productive, resilient and liveable catchment region.

2.1.7 HEALTHY WEIGHT ACTION PLAN

The Healthy Weight Action Plan (2013) sets the ACT Government's target of 'zero growth' for obesity in the ACT and will guide policies toward this goal.

One quarter of children and two-thirds of adults in the ACT are overweight or obese (2016). While our rates of overweight and obesity were slightly below the national average, they are still a major concern. As a result, a growing number of people are at risk of developing chronic health diseases such as cardiovascular disease, diabetes, and some cancers. Obesity is associated with complex healthcare needs, poor quality of life and early death.

Sound urban planning and design is one of the key areas of action, due to the ability of the built environment to shape suburbs that encourage incidental physical activity through active travel and recreation.

2.1.8 GINNINDERRY

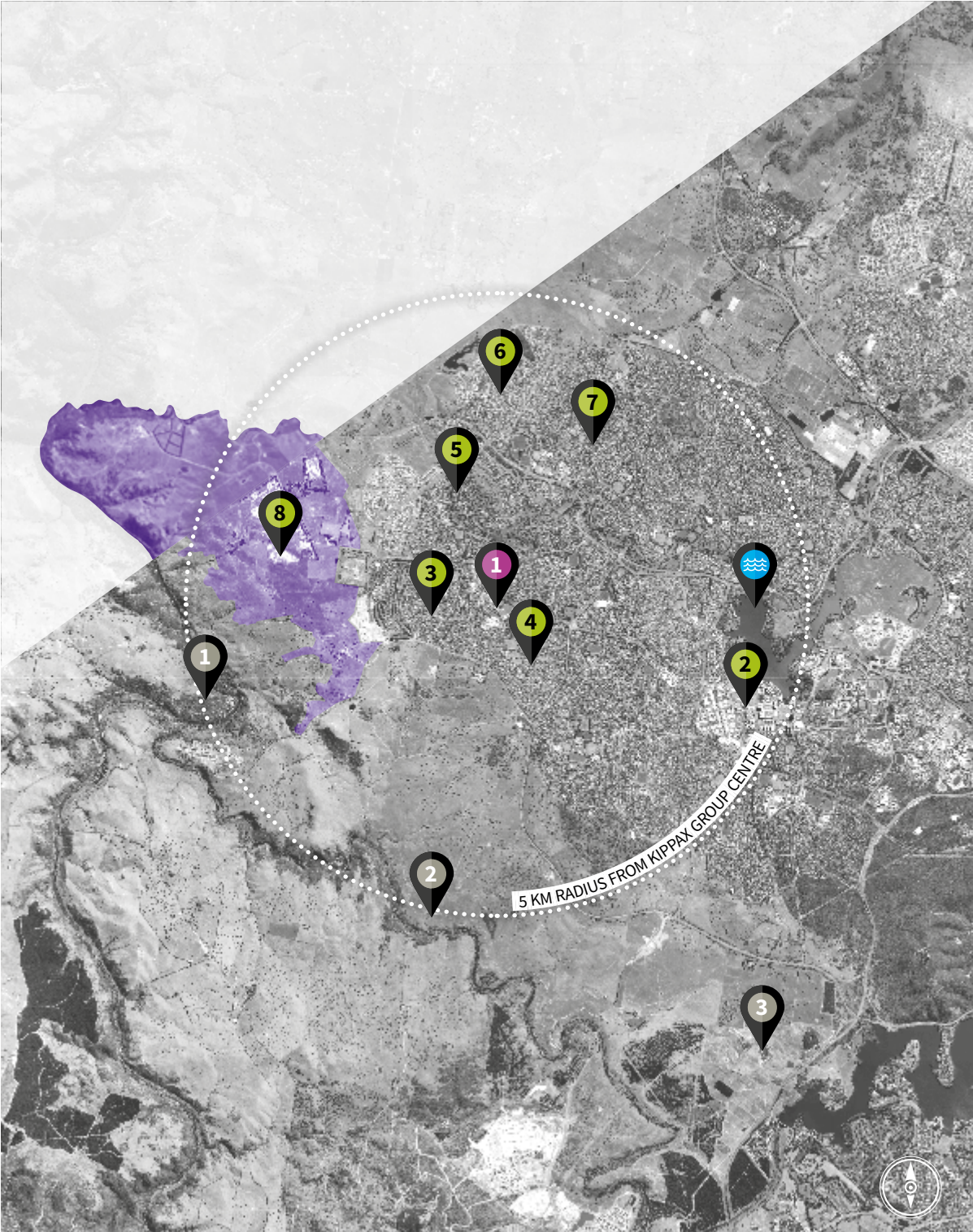
Ginninderry is an ACT and NSW cross-border residential development that is underway. It will comprise four suburbs and cover an area immediately adjacent to the existing suburbs of Holt and Macgregor (**Map 5**).

Ginninderry is anticipated to accommodate approximately 11,500 dwellings and associated retail and community infrastructure development.

Due to the location of Ginninderry, it is anticipated the residential development will bring transitional pressure on the Kippax group centre until the main Ginninderry commercial centre is operational. The timing for the Ginninderry commercial centre will be dependent on land release, population growth and housing demand. However, construction of Ginninderry's commercial centre's full-line supermarket is not permitted within eight years from the commencement of the draft variation to the Territory Plan No 351 which took effect in 2015. In the interim, Ginninderry residents are expected to use other centres for retail and services, particularly the Kippax group centre.

To ensure the long-term viability of the Kippax group centre, this master plan recognises the potential impacts of Ginninderry on the Kippax group centre, before and after Ginninderry's commercial centre and full-line supermarket is built, and makes recommendations to address these impacts. There is an opportunity to plan for these impacts to ensure the Kippax group centre benefits from this transitional period.

Map 5: Spatial context



LEGEND

1	KIPPAX GROUP CENTRE	5	MACGREGOR	1	WOODSTOCK NATURE RESERVE
2	BELCONNEN TOWN CENTRE	6	DUNLOP	2	MOLONGLO NATURE RESERVE
3	HOLT	7	FLYNN	3	NATIONAL ARBORETUM
4	HIGGINS	8	GINNINDERRY		LAKE GINNINDERRA

2.2 STATUTORY PLANNING

2.2.1 NATIONAL CAPITAL PLAN

The National Capital Plan is the strategic plan for the ACT managed by the National Capital Authority on behalf of the Australian Government. The National Capital Plan ensures Canberra and the Territory are planned and developed in accordance with their national significance.

The National Capital Plan includes 'designated' areas, which are areas considered to be of national importance and include the central national area, national institutions, diplomatic areas, Lake Burley Griffin, approach routes to the city and hills, ridges, and buffers. The study area associated with the Kippax Group Centre Master Plan does not contain any designated areas.

2.2.2 TERRITORY PLAN

The Territory Plan is the key statutory planning document in the ACT, providing the policy framework for the administration of land use and planning in the ACT. The purpose of the Territory Plan is to manage land use change in a manner consistent with strategic directions set by the ACT Government, Legislative Assembly and the community. The provision and administration of the Territory Plan must be "in a manner not inconsistent with the National Capital Plan".¹

The Kippax group centre is mostly zoned as Commercial Zone 1: Core Zone (CZ1: Core Zone), Commercial Zone 2: Business Zone (CZ2: Business Zone) and Commercial Zone 3: Services Zone (CZ3: Services Zone) (**Map 6**). Land adjacent to Southern Cross Drive and Starke Street contains a mix of land use zones including Residential Zone 1: Suburban Zone (RZ1: Suburban Zone); Residential Zone 2: Suburban Core (RZ2: Suburban Core), Community Facility Zone (CFZ: Community Facility Zone) and Parks and Recreation Zone 1 (PRZ1: Urban Open Space Zone).

2.2.3 HOLT PRECINCT CODE

A Territory Plan variation is a likely outcome of the master plan. The variation will implement a revised precinct code into the Territory Plan to update the current Holt Precinct Map and Code. A precinct code outlines place specific planning controls such as land use, building heights, building design elements, building setbacks and where active frontages should be located.

Development applications for development in the centre are submitted and assessed against the Holt Precinct Code and other general codes of the Territory Plan.

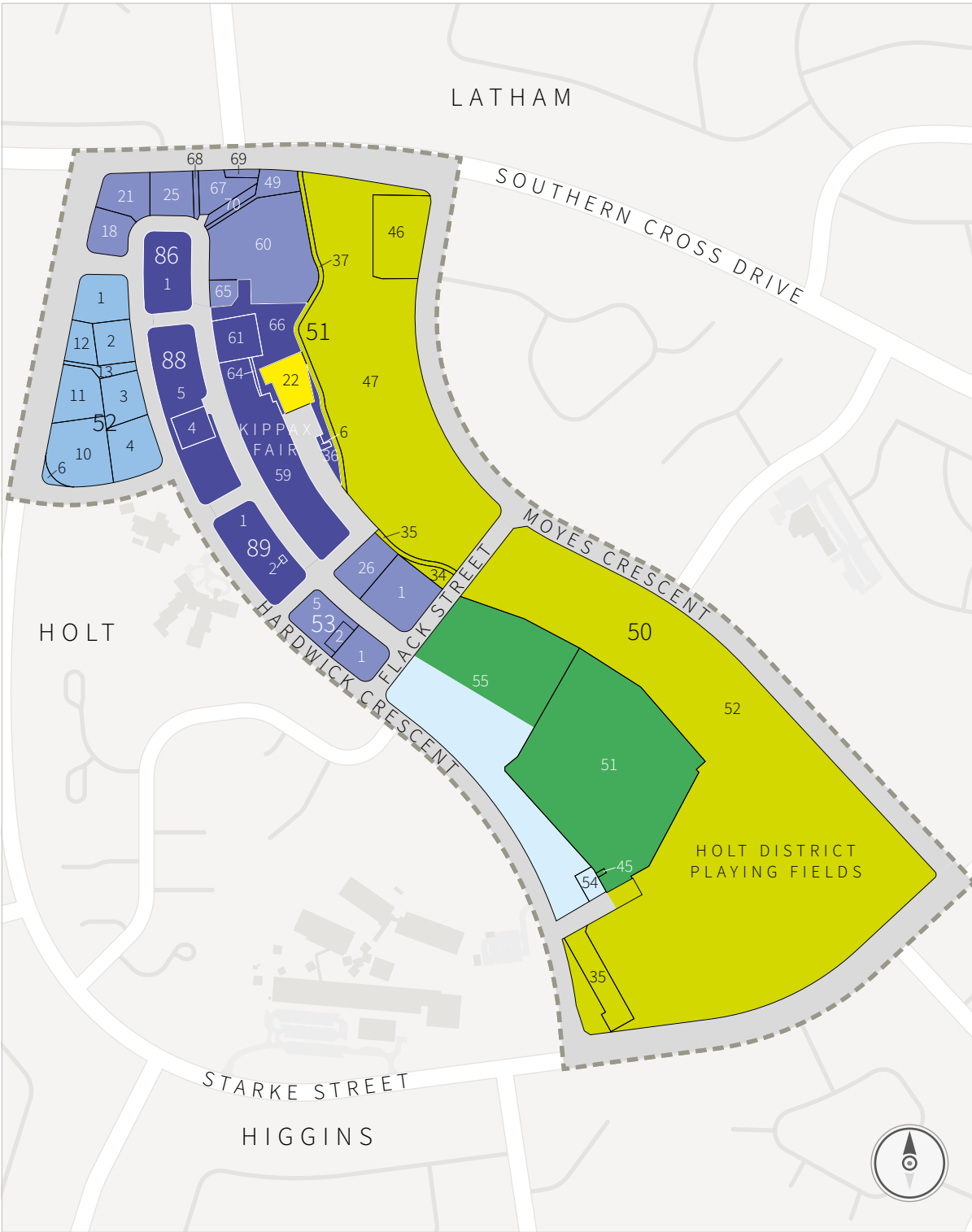
2.3 SPATIAL CONTEXT

In the 1960s the National Capital Development Commission identified several districts outside of Canberra's central area through the Metropolitan Plan for Canberra (the Y-plan), a strategy developed to guide the city's long-term growth. The strategy involved establishing a number of districts, or new towns, separated from one another by hills, ridges and rivers. The district of Belconnen, located 10 kilometres west of the city, was the second of the new towns to be established.

Each district was planned with a hierarchy of commercial centres comprising town, group and local centres. This structure helped to develop strong communities with good access to services and jobs and reinforced Canberra's relationship with its setting. Town centres serve their wider district as the main commercial focus. Group centres provide shops and services for a 'group' of suburbs and local centres typically cater for a single suburb or a cluster of suburbs. Group centres of this era are often co-located near high schools and district playing fields and community facilities. The ACT Planning Strategy (2012) supports the centres hierarchy approach and encourages a more compact city by focusing urban intensification in town centres, group centres and along the major public transport corridors.

¹ Planning and Development Act 2007 – Section 48

Map 6: Existing Territory Plan land use zones



LEGEND

- | | |
|--|--|
|  CZ1: CORE |  CFZ: COMMUNITY FACILITIES |
|  CZ2: BUSINESS |  PRZ1: URBAN OPEN SPACE |
|  CZ3: SERVICES |  PRZ2: RESTRICTED ACCESS RECREATION |
|  CZ6: LEISURE AND ACCOMMODATION |  TSZ1: TRANSPORT |

The Kippax group centre is located in the suburb of Holt in the Belconnen district, about 10 km west of Canberra's city centre and 6 km north-west of the Belconnen town centre (**Map 5**). Kippax is one of five group centres in the Belconnen district, along with Charnwood, Hawker, Kaleen and Jamison.

2.4 PLANNING HISTORY

The suburb of Holt is named after Prime Minister Harold Edward Holt. Harold Holt was Australia's 17th Prime Minister and was in office between January 1966 and December 1967. The development of the Kippax group centre commenced with construction of the former Kippax Health Centre building, which opened in 1975. Kippax Fair, named after the prominent Australian cricketer Alan Falconer Kippax, opened shortly afterwards in 1977 (**Figures 2 and 3**). Kippax Fair was developed in order to provide weekly shopping opportunities for the surrounding group of suburbs primarily comprising Holt, Macgregor, Higgins and Latham.

Today, the centre continues to provide services and facilities for these suburbs, as well as accommodating the more recent growth generated by increased residential development in West Macgregor. Additionally, Ginninderry is anticipated to increase demand for services and facilities at the centre, particularly in the short to medium term or until a commercial centre is developed in Ginninderry.

Figure 2: Kippax Fair (1978) - courtesy Archives ACT



Figure 3: Shops in Kippax Fair (1978) - courtesy Archives ACT



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3. CHALLENGES AND OPPORTUNITIES

Kippax Group Centre Master Plan



3. CHALLENGES AND OPPORTUNITIES

The main challenges and opportunities identified for the Kippax group centre are outlined below and illustrated in **Map 7**, **Map 8** and **Map 9**. This list is not exhaustive, however it outlines the outcomes from planning investigations and community engagement that have informed the development of this master plan. Certain items identified as challenges may also present opportunities and therefore some overlap may result.

3.1 CHALLENGES

3.1.1 POOR PEDESTRIAN AND CYCLE CONNECTIONS

The centre is reasonably well connected to adjacent suburbs however challenges arise for pedestrians and cyclists within the centre itself. The challenges include: the layout of the centre around the perimeter of the Hardwick Crescent car parks; poor pedestrian access through the Hardwick Crescent carparks; and the lack of formal connections between the existing Holt District Playing Fields and the centre.

Poor pedestrian and cycle connections



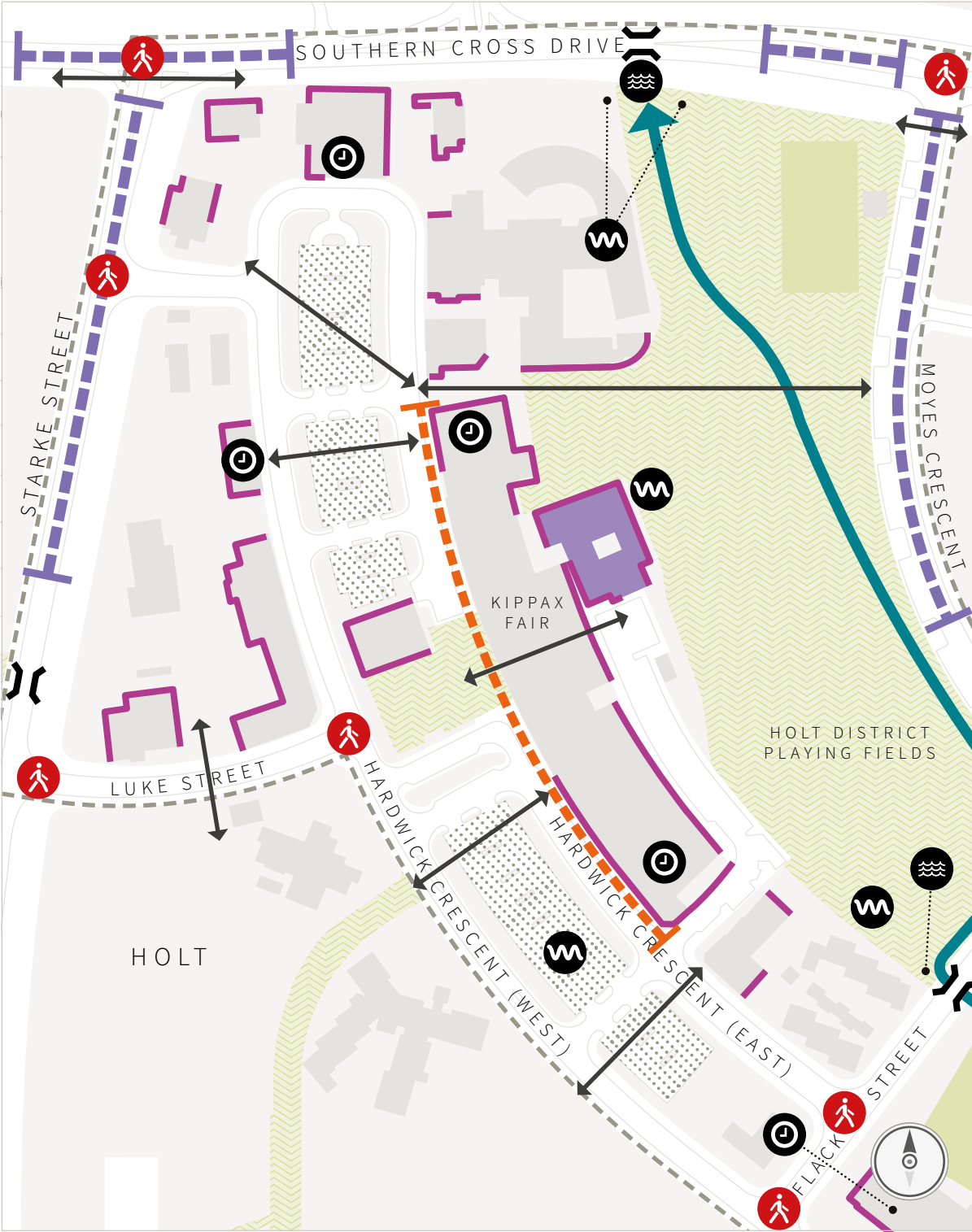
Existing underpasses at major roads often involve detours; have poor natural surveillance, poor drainage and a lack of lighting. For cyclists there is a lack of separation from vehicle traffic.

3.1.2 LACK OF INVITING AND VIBRANT PUBLIC SPACES

Public spaces in the centre lack general appeal and vibrancy as destinations that invite people to spend time in the centre. The existing central plaza and other key public spaces generally lack a suitable combination of appropriate interfaces with surrounding buildings, connections to key activity destinations and landscape design.

The lack of vibrant public spaces is a challenge to the character and identity of the centre, as it limits the types of casual and incidental activities that take place in the area. Without good public spaces the centre's appeal is focussed on shopping and other utilitarian activities, with a weak role as a community meeting place.

Map 7: Challenges



LEGEND

	POOR PEDESTRIAN CONNECTIONS		CAR PARKS CAUSING FRAGMENTATION		DISPERSED AFTER-HOURS ACTIVITY
	OVERLAND FLOW PATH		LIMITED PROVISION FOR PEDESTRIANS		LEVEL CHANGE
	KIPPAX FAIR BARRIER		INACTIVE FRONTAGES		FLOOD-PRONE AREA
	PEDESTRIAN BARRIERS		POORLY-LOCATED COMMUNITY BUILDING		UNDERPASS



Lack of inviting and vibrant public spaces

3.1.3 LAYOUT AND DESIGN OF KIPPAX FAIR

The Kippax Fair shopping centre is a linear building and largely internally focussed in design. Significant level changes within the centre result in slopes that are particularly challenging for patrons who are mobility impaired and those trying to negotiate trolleys, prams, wheelchairs and the like. Community engagement found there is poor legibility upon arrival at the centre and suggested that Kippax Fair would benefit from a clearly defined main entrance.

3.1.4 LACK OF VISUAL IDENTITY AND 'BRANDING'

The centre is fortunate to support a vibrant and highly engaged local community. The role of the centre and its relationship with the community could be reinforced and better reflected through enhancing its functioning and visual identity. The centre's current lack of branding is exacerbated by low building heights, lack of outdoor meeting spaces, absence of location-specific signage, and lack of distinctive entry and arrival markers.

3.1.5 LARGE EXPANSE OF BLANK WALLS AND POOR INTERFACE WITH EXISTING PLAYING FIELDS

Large areas of blank walls along main streets and pedestrian links prevent active frontages that encourage pedestrian traffic, general activity and passive surveillance. While inactive frontages exist in key locations within the centre, they are particularly apparent along the east and west facing walls of Kippax Fair, fronting Kippax Place and Hardwick Crescent respectively.



Car parking requirements restrict land use intensification

3.1.6 FLOODWAYS AND STORMWATER MANAGEMENT

The existing Holt District Playing Fields support a number of grassed floodways and other water sensitive urban design features. These assist with managing water quality and overland flows within the area. These features also function as a critical part of a wider catchment management strategy.

Flows currently enter the master plan study area from Starke Street and are conveyed via underground pipes and overland flow paths (grassed swales or floodways) across the playing fields to stormwater infrastructure located north of Southern Cross Drive into Ginninderra Creek, and ultimately the Murrumbidgee River. A flood study identified areas of the playing fields that are flood prone. Users of the existing Holt District Playing Fields also advised during engagement that sometimes they are unable to use the playing fields as they are too wet.

3.1.7 TRANSITIONAL IMPACTS FROM GINNINDERRY

Ginninderry is proposed to eventually support a population of up to 30,000 people over a 30–40 year timeframe. Land release in the area is now occurring. The Kippax group centre will need remain flexible to adjust to changes in demand for retail and services as the Ginninderry population grows.

3.1.8 CAR PARKING REQUIREMENTS RESTRICT LAND USE INTENSIFICATION

The reliance on car parking to support activity in the centre is a constraint on land use intensification due to the costs of providing onsite car parking.

Most existing commercial activity in the centre is served by public car parking, however future development will need to provide new onsite car parking. Development of the existing public car parks is costly due to the need to provide replacement public car parking. This could be addressed by a centre-wide approach to car parking supply and management, site consolidation to enable larger basement areas, and support for non-car based travel to access the centre.

3.2 OPPORTUNITIES

3.2.1 PROVIDE SUITABLE AND APPEALING LOCATIONS FOR NEW MIXED-USE RESIDENTIAL DEVELOPMENT

The ACT Planning Strategy (2018) supports the inclusion of mixed-use development in Canberra's commercial centres to support their viability, encourage more night-time uses, provide new commercial opportunities and offer greater housing choice; this will result in a more compact and energy-efficient city.

The Kippax group centre is located very close to Southern Cross Drive, which Transport for Canberra identifies as a rapid transit route. Community facilities are located within or close to the centre including aged care, schools, places of worship, a child and family centre and child care.

The centre also contains some two and three storey apartments and is surrounded by medium and low-density residential development. The location of the centre near a rapid transit route positions it as an attractive location for consideration about incorporating greater housing diversity. Housing diversity will also assist in creating new retail and commercial opportunities, building a stronger night-time economy and increasing the centre's long-term viability.

3.2.2 BUILD ON THE CENTRE'S DIVERSE ECONOMIC BASE

A key objective of the master plan is to consider how the centre could support new jobs and a diverse range of economic opportunities. To achieve this, potential businesses and retailers must perceive the centre as an attractive place to do business. A greater variety of businesses operating after 5pm would promote increased after-hours activity.

The centre is close to the Belconnen town centre, so it is important to ensure Kippax does not try to compete with the town centre, but rather complements it by maintaining its convenience, unique retail and commercial offerings and suburban scale.

In addition to providing opportunities for new mixed-use development, retail analysis suggests the centre could also support additional commercial space.

3.2.3 DEMAND FOR MORE RETAIL SPACE

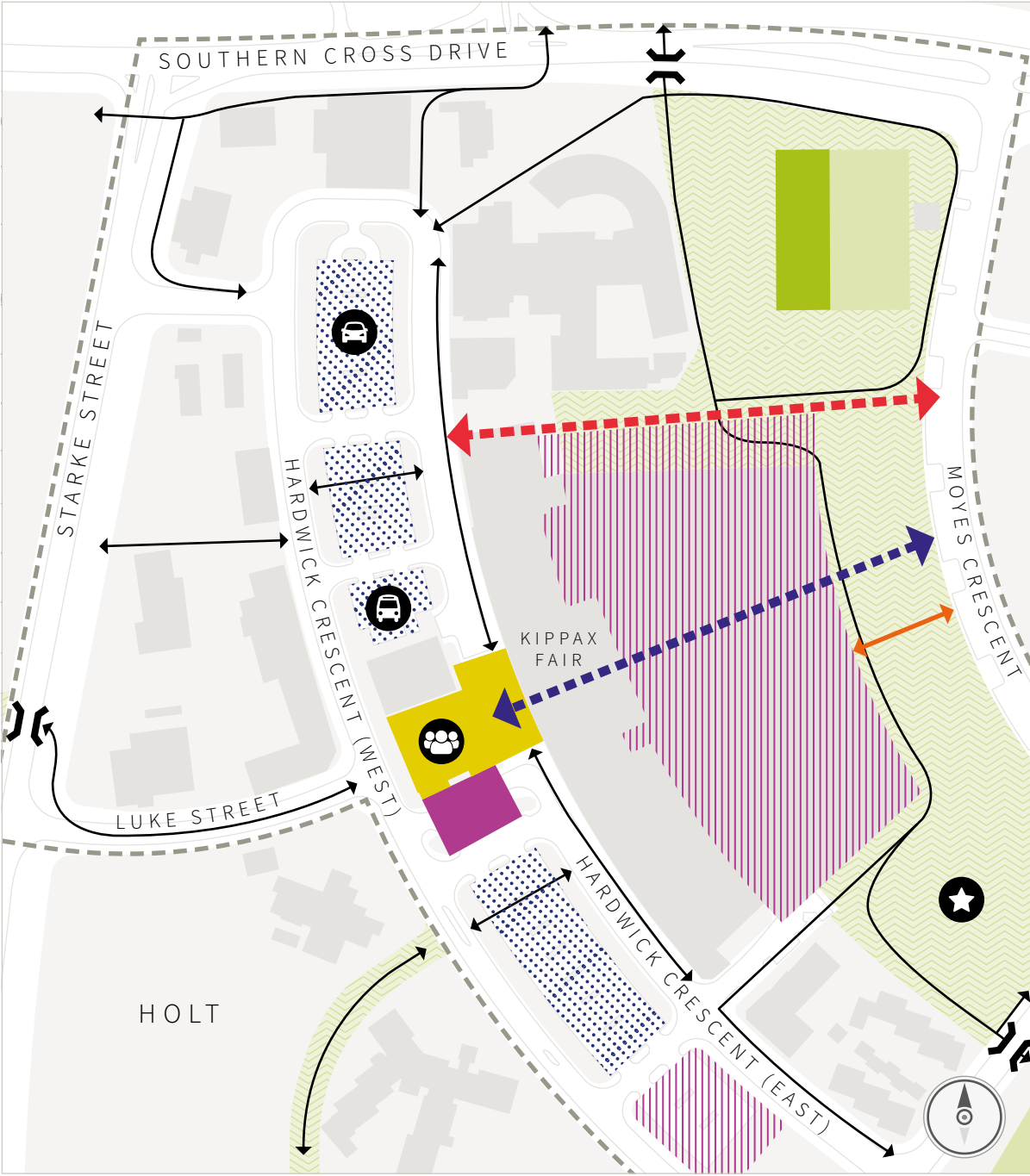
The centre currently trades very well and there is growing demand for additional retail space including a full-line supermarket as well as one more mini-major tenant or discount department store. Allowing additional retail in the centre is an opportunity to encourage investment and subsequently modernisation and revitalisation of the centre. More retail space will also provide a greater variety of goods and services and convenience for existing and future residents.

3.2.3 CREATE ATTRACTIVE AND INVITING NEW PUBLIC SPACES

The centre possesses attributes to facilitate the creation of new public spaces. These include potential to develop: the central plaza and Hardwick Crescent; informal green spaces; the interface between Kippax Fair and the existing Holt District Playing Fields; and the presence of many healthy, established native and exotic trees.

There is the potential to elevate the status of the central plaza in Hardwick Crescent through developing this space as a community hub. This would reinforce the role of the Kippax Library as a valuable community asset and provide new opportunities for the provision and colocation of community and health facilities. It is envisaged this would provide opportunities to improve pedestrian access between Hardwick Crescent east and west.

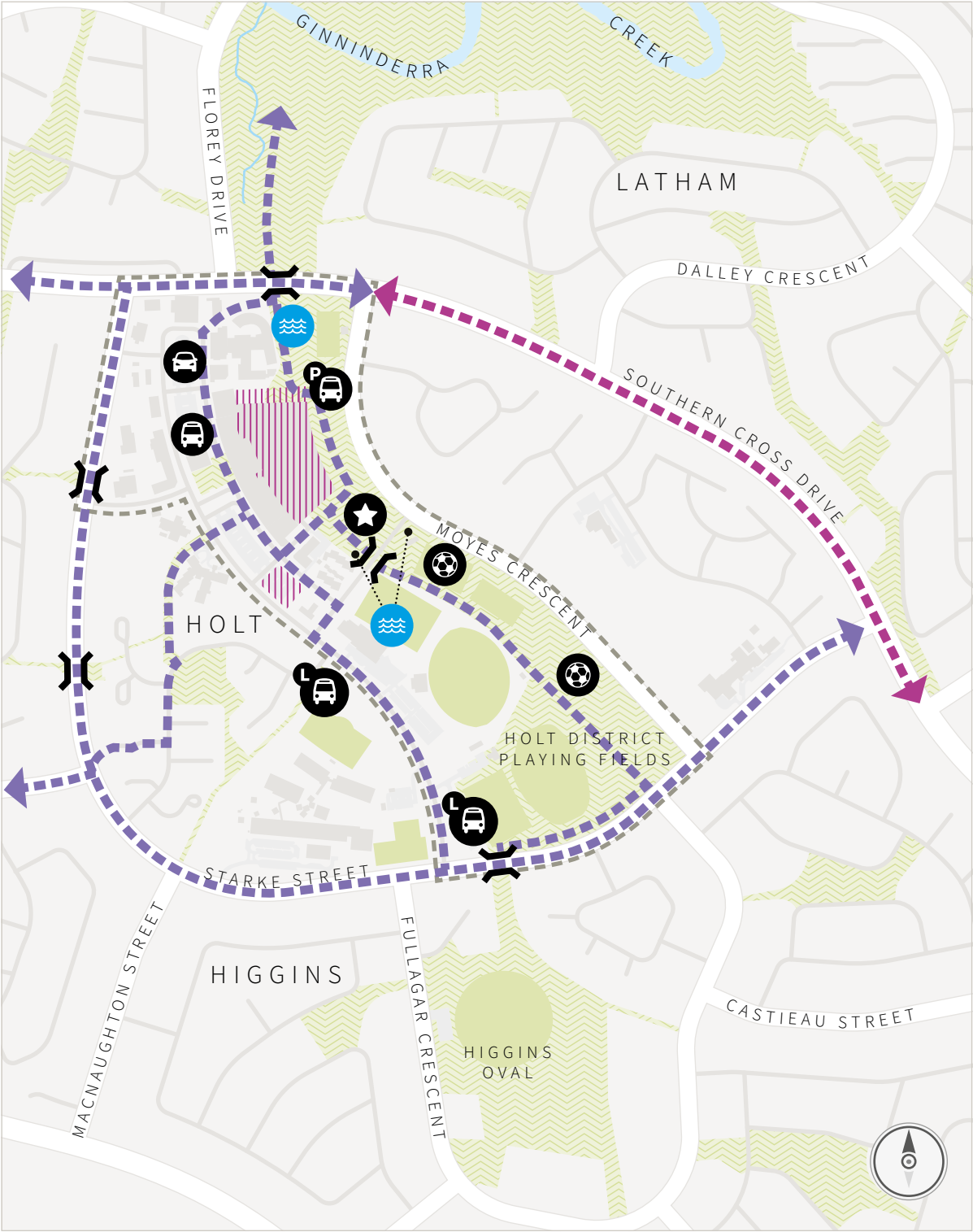
Map 8: Opportunities



LEGEND

	CENTRAL PLAZA		NEW COMMUNITY FACILITIES BUILDING		SKATE RAMP
	PEDESTRIAN SPINE		ALLOWS TENNIS COURTS EXPANSION		CREATE COMMUNITY HUB
	POTENTIAL NEW ROAD WITH PEDESTRIAN AND CYCLIST CONNECTION		POTENTIAL TO RELEASE FOR FUTURE DEVELOPMENT		POTENTIAL STRUCTURED CAR PARK SITE
	KEY CYCLIST AND PEDESTRIAN PATHS		POTENTIAL TO RECONFIGURE CAR PARKS		RE-LOCATE AND EXPAND KIPPAX BUS STATION
	50M BLOCK SETBACK FROM MOYES CRESCENT				UNDERPASS

Map 9: Opportunities



LEGEND

	FLOODWAY IMPROVEMENTS		RE-LOCATE AND EXPAND KIPPAX BUS STATION		IMPROVE CYCLE CONNECTIONS
	ACTIVATE OVAL		RE-LOCATE PARK AND RIDE		POTENTIAL FUTURE LIGHT RAIL CORRIDOR
	SKATE RAMP		RE-LOCATE BUS LAYOVER		POTENTIAL TO RELEASE FOR FUTURE DEVELOPMENT
	POTENTIAL STRUCTURED CARPARK SITE		UNDERPASS		

3.2.4 IMPROVE PEDESTRIAN AND CYCLIST CONNECTIONS

A key priority for the master plan is to identify opportunities to improve pedestrian and cyclist connections within the centre. This involves considering how best to: improve or reinforce existing pedestrian links through Hardwick Crescent; enhance permeability, particularly within the centre core; and strengthen links between Starke Street, Moyes Crescent and the centre core.

3.2.4 MAINTAIN CONVENIENCE AND ACCESSIBILITY – PUBLIC TRANSPORT AND CAR PARKING

The centre is considered to be readily accessible due to its proximity to Southern Cross Drive, which is identified as a rapid transit corridor. The centre is evolving as a public transport hub for West Belconnen and the master plan will seek to build on this potential.

The existing provision of convenient and accessible car parking is considered by the community to be a major drawcard for the centre and should be retained as development and redevelopment occur.

3.2.5 SUSTAINABLE DEVELOPMENT AND DESIGN TO REDUCE ENERGY, WATER AND CAR USE

Opportunities for incorporating new water sensitive urban design solutions within the centre may assist with filtering pollution from stormwater run-off and support new plantings. These may include a pond or a detention basin in association with the playing fields as well as the clearing and regrading of swales, point of source controls and stormwater harvesting measures within the centre.

The built environment can be designed to reduce urban heat island effects through the use of a light coloured materials palette, awnings and permeable paving. Shade structures and trees should be integrated on main pedestrian routes and in public spaces for cooling benefits and increased access to shade. Providing drinking water fountains, public seating and exercise equipment may also encourage more people to walk and cycle to the centre.

4. THE MASTER PLAN

Kippax Group Centre Master Plan



SPICES
DAIRY
MEATS
PASTRY
NUTS
For All Your Daily Needs

MAMA RIA'S

THE FAMILY STATION

CLEANERS

DAIRY
MEATS
SPICES
COMBS

The Family
STATION

For All Your Daily Needs

OPEN

40
AREA

4. THE MASTER PLAN

4.1 MASTER PLAN STRUCTURE

The master plan structure indicates how the planning strategies and policies support achievement of the vision and principles (Figure 4).

Figure 5 and Figure 6 indicate some of the key master plan assumptions that were used to develop the planning principles and strategies.

4.2 VISION

The vision for the Kippax group centre has been developed with feedback from stakeholders and the community. It captures what is valued about the centre and sets out what the centre could be in the future.

THE KIPPAX GROUP CENTRE WILL BE AN INVITING, SAFE AND ACCESSIBLE CENTRE THAT CONNECTS PEOPLE WITH THEIR COMMUNITY. IT WILL PROVIDE OPPORTUNITIES FOR DIVERSITY AND CHOICE THROUGH OFFERING A RANGE OF SHOPS, SERVICES, TRANSPORT AND HOUSING.

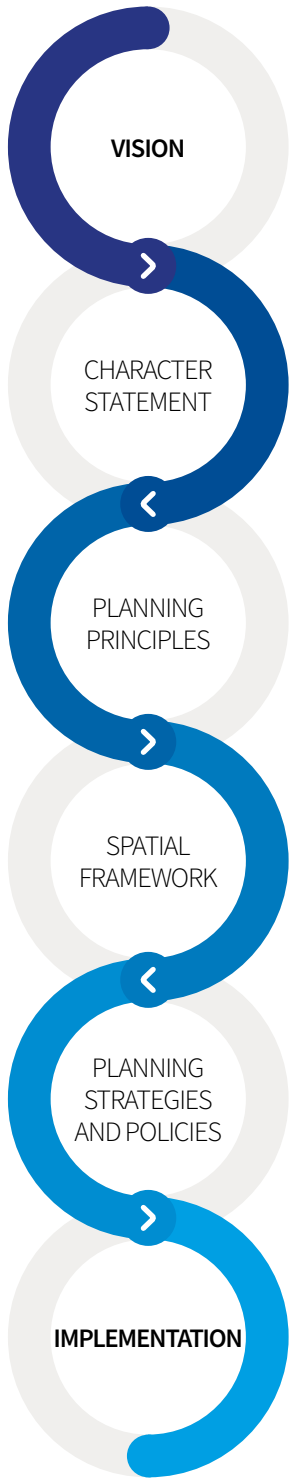
4.3 CHARACTER STATEMENT

The Kippax group centre is a busy and vibrant community-focussed centre offering a vast range of services and facilities to people in surrounding suburbs and beyond. The centre is located in West Belconnen, close to the Belconnen town centre and immediately adjacent to a major transport corridor. It offers a mix of retail, employment, residential, community and recreation uses.

The centre supports, and is supported by a highly engaged and diverse community that values the centre for its convenience, community and health facilities, retail mix and connections with open space. The centre contains three distinct character precincts (Map 21) that will remain, apart from expanding the centre core precinct to allow for retail expansion (Map 10).

The **centre core precinct** will be expanded to the east over part of the existing Holt District Playing Fields to support retail expansion in the centre. This precinct will also be encouraged to retain a diverse mix of retail, commercial, professional and community services, including Kippax Fair. The shopping centre will be encouraged to improve its interface with Hardwick Crescent east. Establishment of a community hub in the central plaza to the south of Kippax Library will also be supported. Development in this precinct will focus on improving and providing east to west pedestrian and cyclist connections through the centre.

Figure 4: Master plan structure



The **mixed-use precinct** will continue to contain a combination of mixed use (commercial/retail/residential), strip retail, community facilities and commercial land uses. Building heights will be increased in places to encourage redevelopment which better responds to public spaces.

The **recreation, community, open space and sports precinct** boundary will change as a result of this master plan. The boundary change will be made to accommodate retail expansion to the east of the centre core precinct. Otherwise the recreation, community, open space and sports precinct will continue to provide space for district level sport and recreation. The two enclosed ovals in this precinct will not be affected by this master plan. Three smaller playing fields in the south-eastern corner of the study area are currently not being used and are 'switched off'. These playing fields could be reinstated for the community as future needs change.

Figure 5: Population

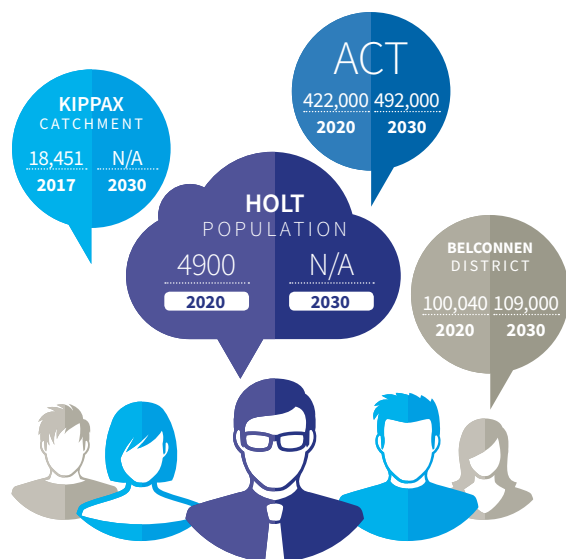
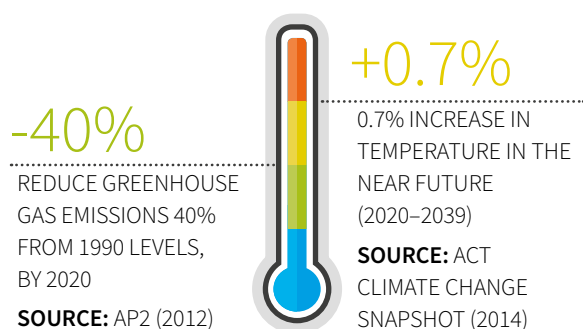


Figure 6: Environment



4.4 PLANNING PRINCIPLES

The following planning principles are applied to guide the implementation of this master plan, its vision and strategies. The principles reflect the future desired outcomes for the centre. **Table 1** shows how the planning principles are supported by the planning strategies. **Figure 5** and **Figure 6**, indicates some of the key assumptions that were used to develop the principles and strategies.

4.4.1 CREATE A UNIQUE IDENTITY THAT SUPPORTS A DIVERSE AND ACTIVE COMMUNITY

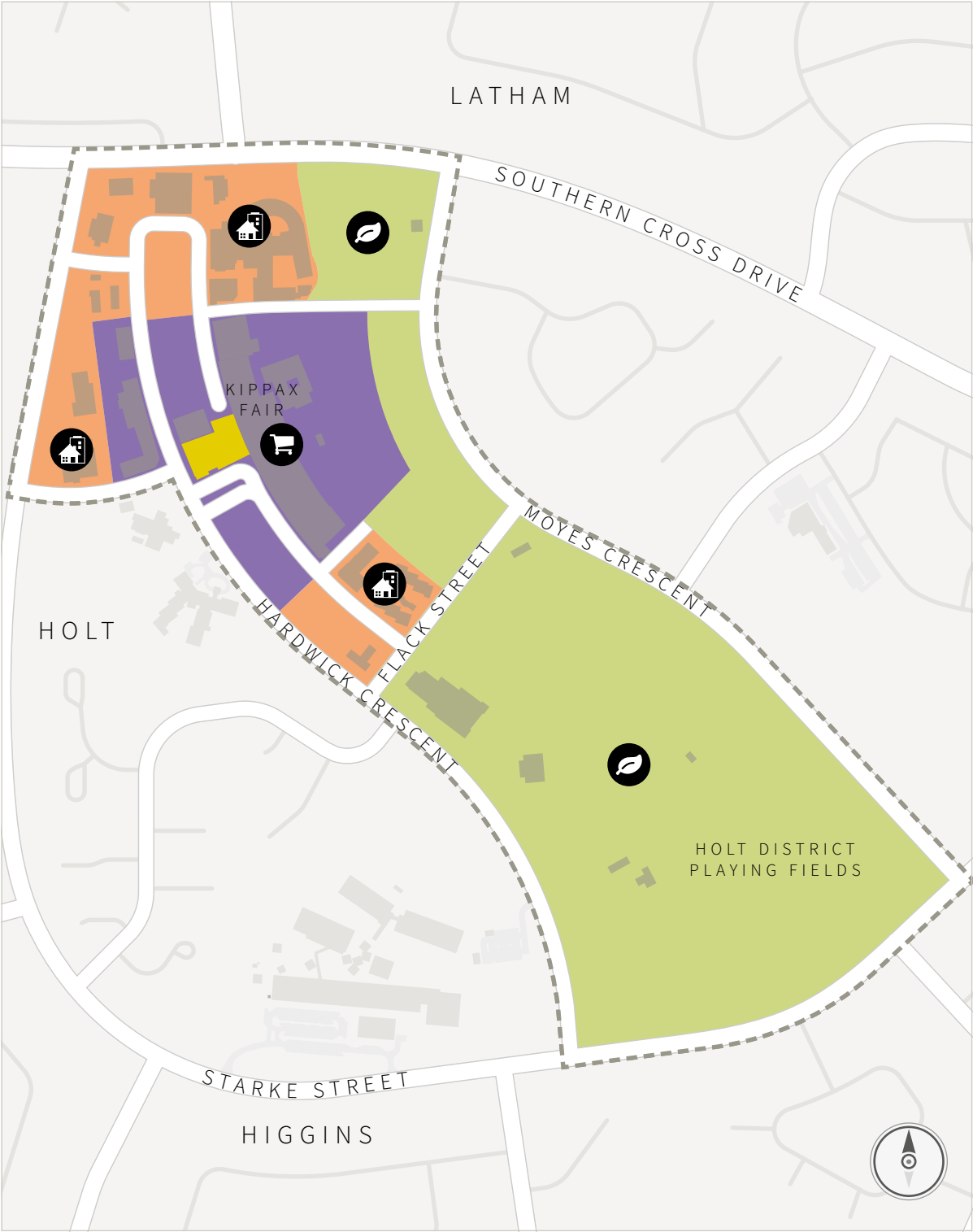
Reinforce the role of Kippax as a group centre and a place for people through building on its existing attributes and character. This can be achieved through measures such as increasing building heights, ensuring new buildings address public spaces, introducing more residential development into the centre to increase activity and by strengthening the centre's distinctive landscape character.

4.4.2 CREATE AN ACCESSIBLE AND WELL – CONNECTED CENTRE

Provide a pedestrian-friendly environment by creating attractive and walkable public spaces and prioritising pedestrian movement in key locations. Encourage walking and cycling to the centre by strengthening connections with the wider shared path network and through establishing the centre as an attractive destination for non-car-based trips. Public domain improvements and sensitively designed new developments will help create safe and easy to navigate pedestrian connections to and around the centre.

Provide sufficient and well-located car parking to ensure a high level of accessibility for those who drive.

Map 10: Proposed character precincts



LEGEND

- | | |
|--|---|
|  CENTRAL PLAZA |  MIXED USE PRECINCT |
|  CENTRE CORE PRECINCT |  RECREATION, COMMUNITY, OPEN SPACE AND SPORTS PRECINCT |

4.4.3 SUPPORT THE CENTRE'S ROLE AS A PUBLIC TRANSPORT HUB

Encourage the continued growth of the centre as a public transport hub for West Belconnen and build opportunities for the commercial operations of the centre to benefit from passenger trade. Strengthen this relationship through providing opportunities for new residential development in the centre and requiring new developments to support safe, direct and pleasant connections with the group centre and the public transport hub.

4.4.4 ENCOURAGE EQUITY AND DIVERSITY

Continue to provide for the diverse needs of young people, the elderly, singles and families. Develop the centre in a manner that supports the most vulnerable in the community by encouraging a range of housing options close to shops, services, public transport and outdoor recreation facilities.

4.4.5 ALLOW FOR FLEXIBILITY AND ADAPTABILITY TO SUPPORT A CHANGING AND GROWING COMMUNITY

Encourage the centre to develop in a manner that enables it to respond to the needs of the growing West Belconnen community. The centre needs the flexibility to adjust to changes in demand as new services and facilities are required. This can be achieved through measures such as:

- encouraging a range of land uses including mixed-use residential development and flexible building design
- ensuring opportunity for expansion of retail and community and recreation services
- providing opportunities for co-location and shared use of public spaces and facilities, and
- strengthening the role of Kippax as a public transport hub for West Belconnen.

4.4.6 SUPPORT A CENTRE THAT IS ATTRACTIVE TO NEW BUSINESSES AND INVESTMENT

Permit a range of land uses and provide opportunities for investment in development and redevelopment to encourage diversity and attract further private investment into local businesses. This will enable the centre to maintain a broad retail offering that is relevant and appealing to the growing population.

4.4.7 ENSURE THE CENTRE IS RESILIENT TO A CHANGING CLIMATE

Improve the efficiency and resilience to climate change through providing opportunities for people to shop, live and work in a more sustainable urban environment. This can be achieved through measures such as sustainable and energy-efficient building design and construction, incorporating living (green) infrastructure and making the centre an attractive destination for walking and cycling.

Design the built environment to reduce urban heat island effects through the introduction of measures such as reflective roofs, light-coloured building materials, more energy efficient buildings and planting of large canopy trees.

Table 1: Summary of planning principles and strategies

PLANNING PRINCIPLES	PLANNING STRATEGIES THAT SUPPORT THE PLANNING PRINCIPLES
Create a unique identity that supports a diverse and active community	Continue to encourage a diverse mix of uses and allow for growth and change to meet demands of a growing population. Improve the centre's character and sustainability through building design.
Create an accessible and well-connected centre	Create a centre that is convenient, well connected and accessible. Encourage a high quality public domain.
Support the centre's growing role as a public transport hub	Create a centre that is convenient, well connected and accessible. Encourage a high quality public domain.
Encourage equity and diversity	Continue to encourage a diverse mix of uses and allow for growth and change to meet demands of a growing population. Create a centre that is convenient, well connected and accessible. Improve the centre's character and sustainability through building design. Encourage a high quality public domain.
Allow for flexibility and adaptability to support a changing and growing community	Improve the centre's character and sustainability through building design. Continue to encourage a diverse mix of uses and allow for growth and change to meet demands of a growing population.
Support a centre that is attractive to new businesses and investment	Encourage a high quality public domain. Continue to encourage a diverse mix of uses and allow for growth and change to meet demands of a growing population.
Ensure the centre is resilient to a changing climate	Improve the centre's character and sustainability through building design.

4.5 SPATIAL FRAMEWORK

The spatial framework (**Map 11**) sets out how the broad structure of the centre could be arranged in the long term. The spatial framework shows how land use, the public domain and connections could be arranged and delivered.

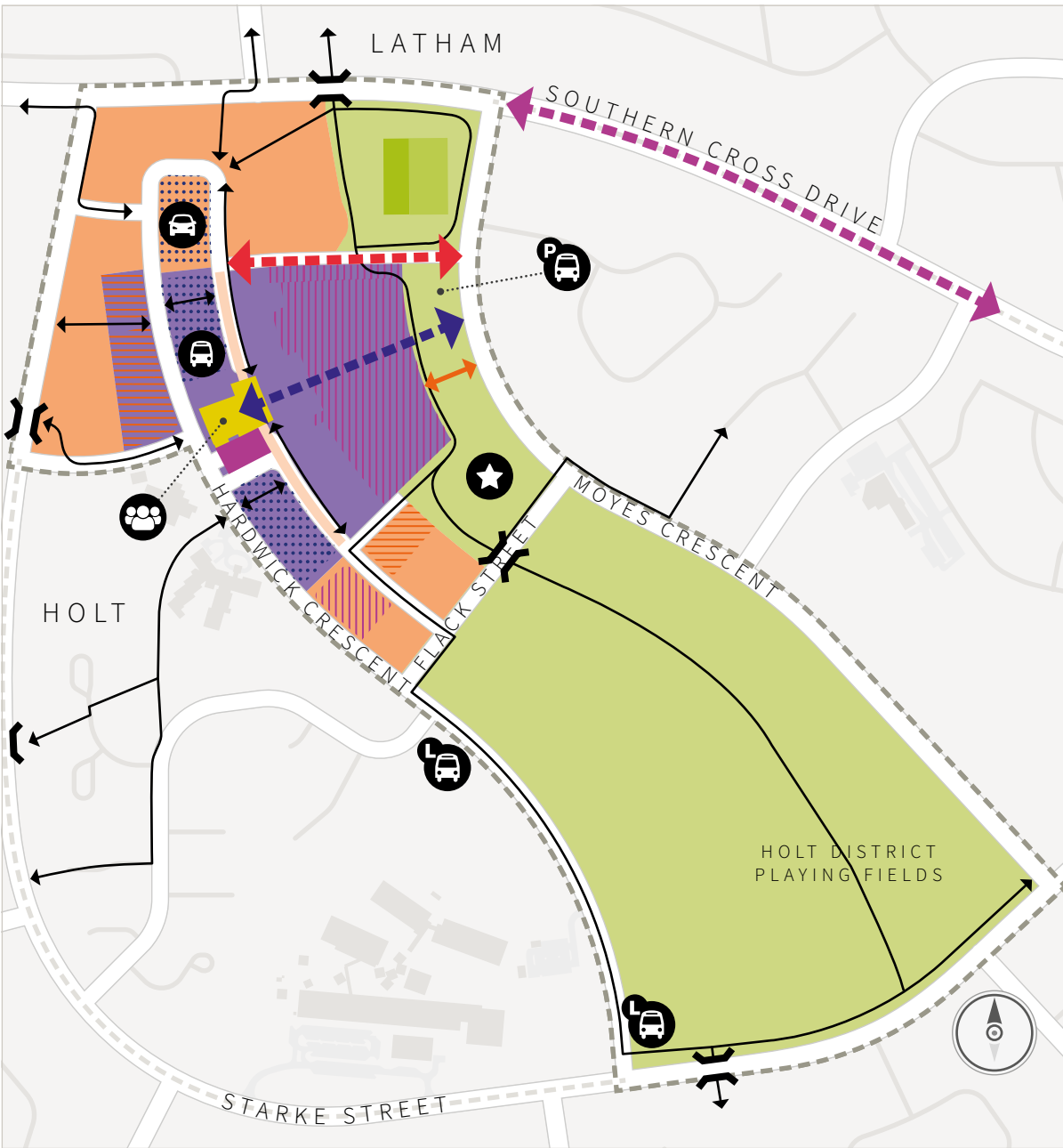
The spatial framework recognises the challenges in the centre and brings together the opportunities, vision and planning principles to illustrate how the Kippax group centre could change over the lifetime of this master plan.

Figure 7: Looking south east over the centre





Map 11: Spatial framework



LEGEND

	CENTRAL PLAZA		NEW COMMUNITY FACILITIES BUILDING		SKATE RAMP
	SHARED ZONE		ALLOW TENNIS COURTS EXPANSION		CREATE COMMUNITY HUB
	PEDESTRIAN SPINE		POTENTIAL TO RELEASE FOR FUTURE DEVELOPMENT		POTENTIAL STRUCTURED CARPARK SITE
	POTENTIAL ROAD, PEDESTRIAN AND CYCLIST CONNECTION		POTENTIAL PRIVATE LEASE REDEVELOPMENT		RE-LOCATE PARK AND RIDE
	POTENTIAL FUTURE LIGHT RAIL CORRIDOR		POTENTIAL TO RECONFIGURE CAR PARK LAYOUT		RE-LOCATE BUS LAYOVER
	KEY CYCLIST AND PEDESTRIAN PATHS				UNDERPASS
	50M BLOCK SETBACK FROM MOYES CRESCENT				RE-LOCATE AND EXPAND KIPPAX BUS STATION

4.6 PLANNING STRATEGIES

These planning strategies are informed by the vision and planning principles in the previous section (**Table 1**). They provide direction and guidance for the future development of the centre over the long term, taking into consideration the broad range of issues identified in the background and analysis.

The planning strategies identify opportunities for private sector investment and will be achieved through provisions to be included in the precinct code, land releases, public domain upgrades (which will be subject to consideration by the ACT Government through future budget processes) and completion of further studies.

4.6.1 CONTINUE TO ENCOURAGE A DIVERSE MIX OF USES AND ALLOW FOR GROWTH AND CHANGE TO MEET DEMANDS OF A GROWING POPULATION

ADAPTABLE BUILDINGS

As the community's needs and demands change it will be important that buildings can be adapted to accommodate a variety of uses, including commercial, residential and community uses.

The recommendations below ensure that adaptable reuse can be achieved by ensuring appropriate floor to ceiling heights in new buildings can accommodate a range of uses.

RECOMMENDED PLANNING POLICIES

- Require a minimum residential floor to ceiling height of 2.7 metres (with an average floor to floor height of 3 metres) throughout the centre (**Figure 7**).
- Require a minimum ground floor level floor to ceiling height of 3.6 metres throughout the centre (**Figure 7**).
- Require a minimum podium floor to ceiling height of 3.2 metres throughout the centre (**Figure 7**).

LAND USES

The centre has a diverse mix of uses that provides access to convenient services and retail for the community. This mix includes small and independent retailers who are highly valued by the community. The master plan seeks to support this mix while allowing for the centre to grow with the changing demand for services and retail.

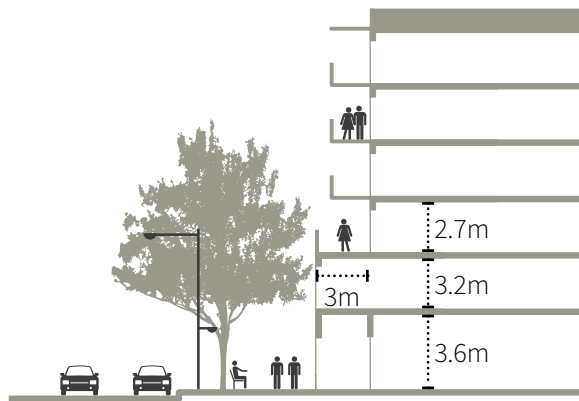
COMMERCIAL AND RETAIL

As raised previously in this master plan, (section 6.4.2) the centre currently trades very well and there is a growing need for retail expansion in the centre. Population growth in the area, driven predominately by the Ginninderry development will further support the opportunity for retail expansion. The master plan recommends allowing for future retail expansion to the east of the centre over part of the existing Holt District Playing Fields. To offset the potential loss of part of the existing playing fields, the following is recommended to occur:

- Upgrade currently unused open space close to the centre, this could include turf, irrigation, pavilion, lighting, seating etc. to replace the approximately 16,000m² of sport and recreation space lost as part of the retail expansion.
- Demolish the community building on Block 22 Section 51 (to the rear of Kippax Fair) and construct a new community building on part Block 5 and road reserve Section 88 (to the south of the Kippax Library) (**Map 11**).
- Demolish the existing skate ramp to the rear of the Kippax Fair and construct a new skate ramp in the location indicated on **Map 11**.
- Construct a new road connecting Moyes Crescent to Hardwick Crescent (**Map 13**). This road should include a footpath to provide access for pedestrians and sufficient space for cyclists. It should accommodate buses, bus turning and potentially bus stops adjacent to the tennis courts.
- Demonstrate that the proposed development will make no net difference to urban heat.

- Prepare a contamination study of the Holt District Playing Fields. This study will need to be completed before the Territory Plan variation process is completed.
- Provide high quality finishes and variation of materials on the northern and southern sides of the building.

Figure 8: Maximum podium height and floor to ceiling height



RECOMMENDED PLANNING POLICIES

Rezone part of the existing Holt District Playing Fields from PRZ1: Urban Open Space to CZ1: Core Zone in accordance with **Map 12** to allow for retail expansion to the east of the centre.

OPPORTUNITIES FOR LAND RELEASE

Reserve part blocks 6, 22, 36, 37, 47 and 66 Section 51 for short to medium-term land release for the purpose of retail and residential. The proposed setback for this development is 50 metres from Moyes Crescent as indicated in **Map 12**.

RESIDENTIAL

Residents who live in centres benefit from convenient access to the range of facilities and services on offer and support existing and future businesses. Residential development can improve passive surveillance to address safety concerns. In addition, locating more residents close to existing rapid public transport services increases the viability of these services.

An opportunity for additional residential development exists as part of the potential retail expansion that is recommended to the east of the Kippax Fair shopping centre. Residential development is to occur along the eastern edge of the potential retail expansion (**Map 26**) to provide an active frontage to Moyes Crescent and to provide passive surveillance for adjacent pedestrian and cyclist routes.

RECOMMENDED PLANNING POLICIES

Encourage residential development for:

- blocks 2, 3 and 4 of Section 52 fronting Hardwick Crescent west
- blocks 2 and 5 of Section 53, the southernmost surface car park between Hardwick Crescent east and west, and
- blocks 59, 61 and 64 of Section 51, where Kippax Fair currently sits.
- new buildings on blocks 2, 3 and 4 Section 52 are to be setback 6 metres from their rear boundary, and
- new residential dwellings are to be designed to minimise overlook onto existing residential dwellings or sensitive land uses such as child care centres.

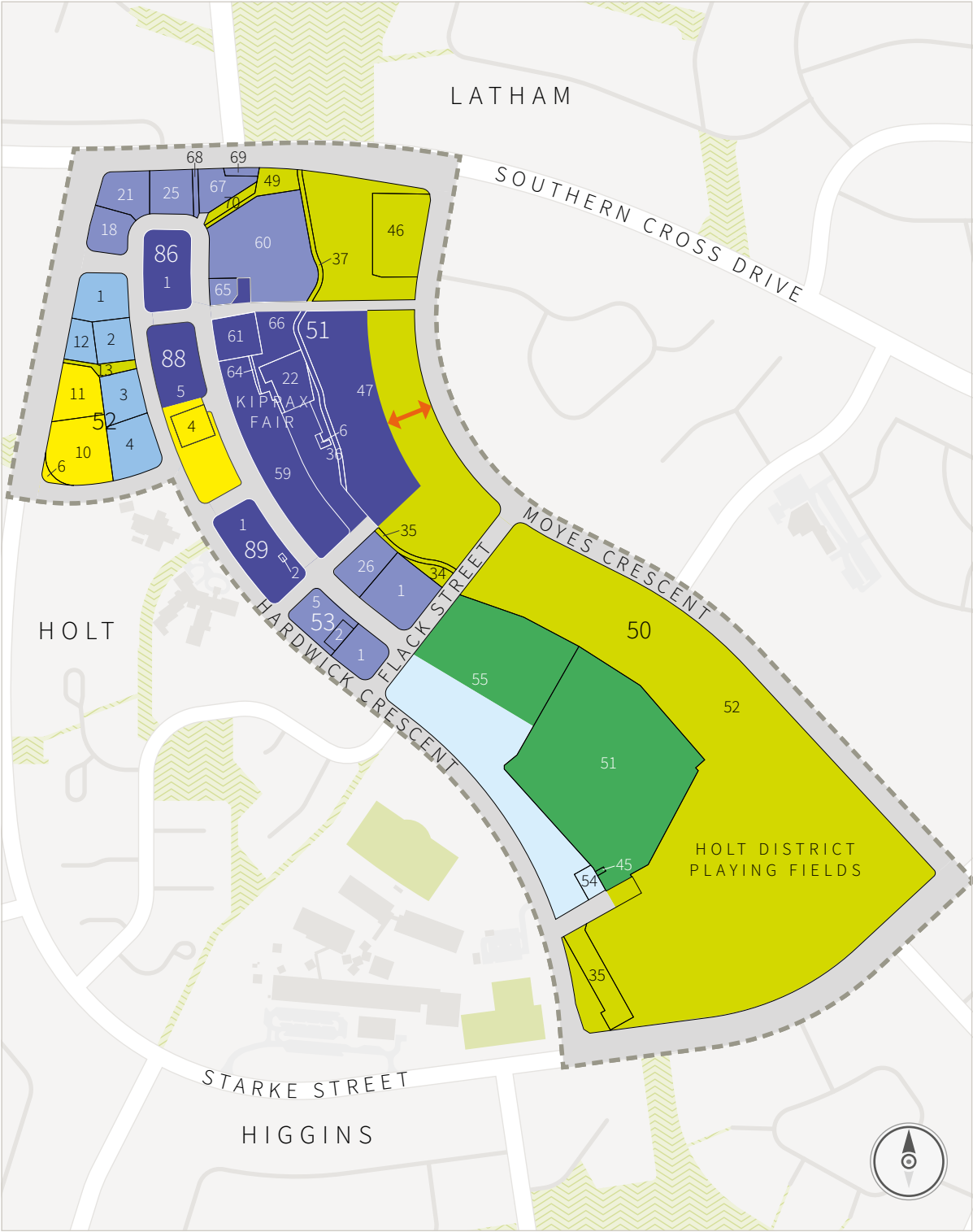
The existing zoning of these blocks (CZ1: Core Zone, CZ2: Business Zone and CZ3: Services Zone) currently allows for residential development. However, an increase in building heights (**Map 14**) is recommended to encourage redevelopment of these areas (see 5.6.3 for details).

OPPORTUNITIES FOR LAND RELEASE










Reserve part of blocks 6, 22, 36, 37, 47 and 66 Section 51 for short to medium-term land release for the purpose of potential retail expansion and residential development. The residential development is to occur along the eastern edge overlooking open space between itself and Moyes Crescent.

Release blocks 2 and 5 Section 53 (the southernmost surface car park between Hardwick Crescent east and west) for the purposes of mixed use development, including residential.

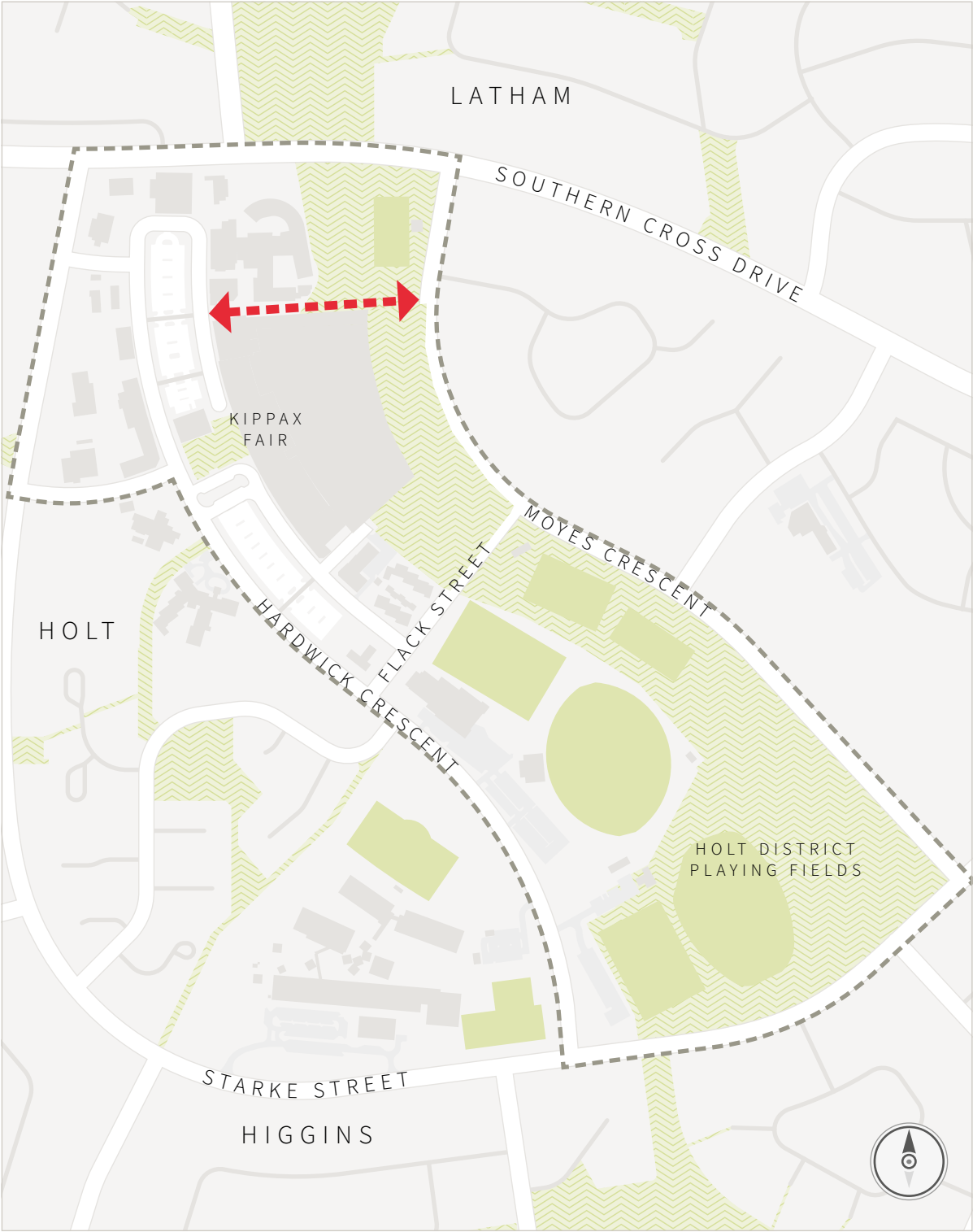
Map 12: Proposed land use zones



LEGEND

	CZ1: CORE		CFZ: COMMUNITY FACILITIES		TSZ1: TRANSPORT
	CZ2: BUSINESS		PRZ1: URBAN OPEN SPACE		50M BLOCK SETBACK FROM MOYES CRESCENT
	CZ3: SERVICES		PRZ2: RESTRICTED ACCESS RECREATION		
	CZ6: LEISURE AND ACCOMMODATION				

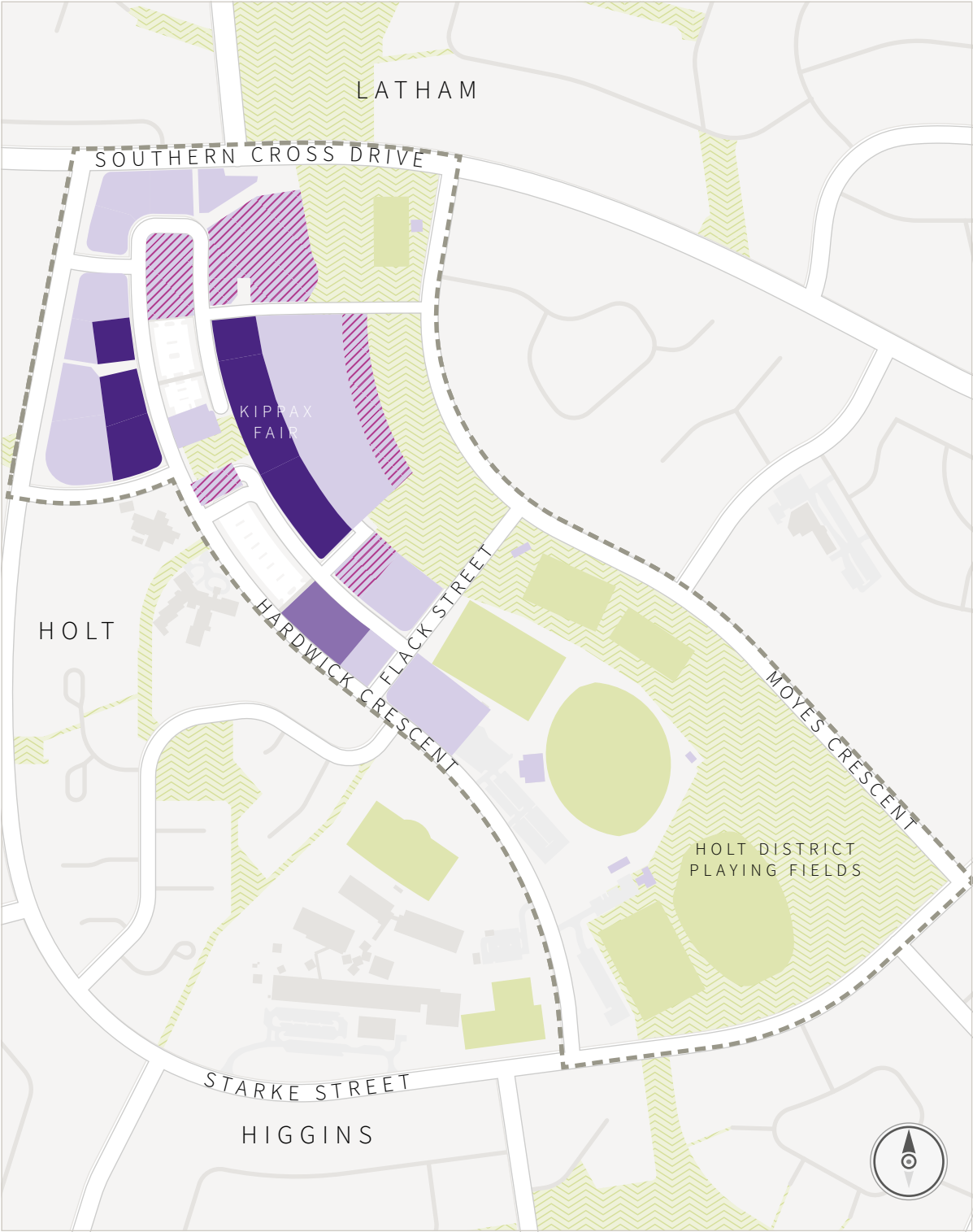
Map 13: Proposed road



LEGEND

■➔ NEW ROAD WITH PEDESTRIAN AND CYCLIST CONNECTION INCLUDED

Map 14: Proposed building heights



LEGEND



MEDIUM RISE (UP TO 6 STOREYS TO 20M)



MEDIUM RISE (UP TO 5 STOREYS TO 17M)



LOW TO MEDIUM RISE (UP TO 3 STOREYS TO 11M)



LOW RISE (UP TO 2 STOREYS TO 8M)

Figure 9: Kippax Community Hub





COMMUNITY FACILITIES

The potential retail expansion to the east of Kippax Fair will see the existing community building on Block 22 Section 51 removed and rebuilt to the south of the existing Kippax Library.

In addition, three existing blocks in the centre require rezoning to protect the community facilities that currently operate in these locations. The existing facilities include the Kippax Library, West Belconnen Child and Family Centre, YMCA Holt Early Learning Centre and the playground area immediately south of the Kippax Library.

RECOMMENDED PLANNING POLICIES

- Rezone Block 22 Section 51 from CFZ: Community Facilities to CZ1: Core to allow for the retail expansion **Map 12**).
- Rezone part Block 4 Section 88 from CZ1: Core to CFZ: Community Facility to protect this site for the purposes of future community facilities (**Map 12**).
- Rezone part Block 5 Section 88 from CZ1: Core to CFZ: Community Facility (**Map 12**), and
- Rezone blocks 6, 10 and 11 Section 52 from CZ3: Services to CFZ: Community Facility (**Map 12**).

RECREATION USES

A pedestrian path currently runs from the Southern Cross Drive underpass between the existing NurtureOne Early Learning Centre and residential apartments on blocks 49 and 70 Section 51. These blocks are currently zoned as CZ2: Business.

Rezoning this area to urban open space use will better reflect the current primary use for pedestrians as indicated in **Map 12**.

The tennis courts are highly valued and there is the possibility in the future that they may want to expand. The master plan recommends retaining the existing PRZ1: Urban Open Space zoning.

RECOMMENDED PLANNING POLICIES

- Rezone blocks 49 and 70 Section 51 from CZ2: Business to PRZ1: Urban Open Space.
- Ensure land immediately to the west of Block 46 Section 51 (the tennis courts) is retained as PRZ1: Urban Open Space so that there is the option for the tennis courts to expand in the future.

SERVICE AND TRADES

Two existing service stations within the centre provide a valuable service to the community.

RECOMMENDED PLANNING POLICY

- Retain the land use zone (**Map 12**) and building height planning provisions (**Map 14**) to support the ongoing provision of the two existing service stations on blocks.

4.6.2 CREATE A CENTRE THAT IS CONVENIENT, WELL CONNECTED AND ACCESSIBLE

PUBLIC TRANSPORT AND ACTIVE TRAVEL

The centre is located immediately south of Southern Cross Drive, which is identified in Transport for Canberra (2012) as a rapid transport corridor.

The centre is currently serviced by a range of bus services and contains Park and Ride and Bike and Ride facilities. Accordingly, the centre is emerging as an important transport hub for West Belconnen.

Public transport and active travel can be supported in the centre by:

- locating public transport interchanges/stops close to services and facilities and ensuring they benefit from the passive surveillance of surrounding buildings
- improving pedestrian and cyclist connections to, through and around the centre
- improving pedestrian and cyclist connections to public transport infrastructure

- improving safety of pedestrians and cyclists through building design, land use location, location of major pedestrian and cyclist paths and upgrades to major crossing points, and
- supporting existing and future public transport services by allowing for residential development close to these services.

Recommendations and opportunities to achieve the above are outlined below.

RECOMMENDED PLANNING POLICIES

- Require any redevelopment of Block 59 Section 51 (Kippax Fair shopping centre site) to provide a direct east-west pedestrian spine from the recommended community hub through to the open space to the east (**Map 15**).
- Require any retail development to the east of Block 59 Section 51 (Kippax Fair shopping centre site) to provide a direct east west pedestrian spine through the retail development to open space to the east (**Map 15**).
- Where new buildings front primary and secondary active frontages (as indicated in **Map 16**), require them to meet the requirements outlined in section 4.6.4 of this master plan.
- Ensure that the proposed pedestrian and cyclist routes (**Map 15**) is reflected in the ACT Active Travel Practitioners Tool and updates to the cycle network to ensure these routes are considered as part of any development applications in the area and as part of public infrastructure upgrades.

RECOMMENDED PUBLIC DOMAIN UPGRADES

- Improve lighting, signage and pedestrian/cycle infrastructure along key pedestrian pathways and cycle ways throughout the centre (**Map 16**).
- Provide additional lighting for existing pedestrian underpasses.
- Relocate the existing Kippax Bus Station to the north of the Kippax Library (**Map 11**).
- Relocate the existing bus layovers to either Hardwick Crescent northbound near the Gungahlin Raiders Club or Hardwick Crescent southbound near the Starke Street intersection (opposite the Kingsford Smith School) (**Map 11**).

- Provide new bus shelter, cycle facilities and signage to support the Park and Ride facilities on Moyes Crescent.

ROAD NETWORK AND TRAFFIC

This master plan provides an excellent opportunity to consider the efficiency of the local and internal road network and make recommendations for future upgrades and changes.

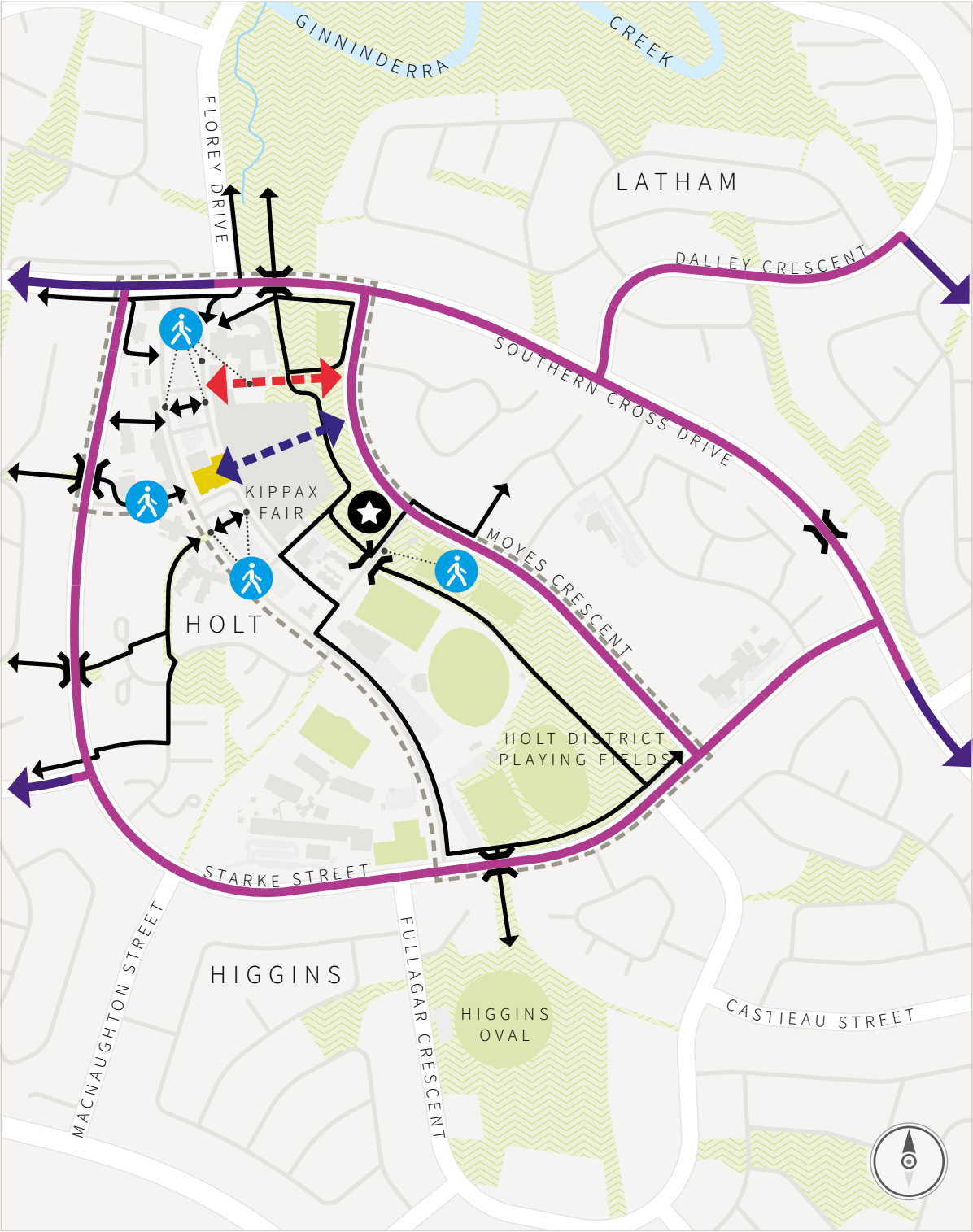
To respond to the projected population growth from future areas such as Ginninderry, the upgrading of existing traffic intersections at Southern Cross Drive/Starke Street and Macnaughton Crescent/Drake Brockman Drive will need to occur to manage the increases in traffic likely to occur in the area. This will help promote safe and efficient traffic movements into the future and will also provide opportunities to improve pedestrian and cyclist access in these areas.

RECOMMENDED PUBLIC DOMAIN UPGRADES










Upgrade existing traffic intersections at Southern Cross Drive/Starke Street and Macnaughton Crescent/Drake Brockman Drive.

THE ACT PLANNING
STRATEGY
ENCOURAGES A
MORE COMPACT CITY
BY FOCUSING URBAN
INTENSIFICATION
IN AREAS SUCH AS
GROUP CENTRES.

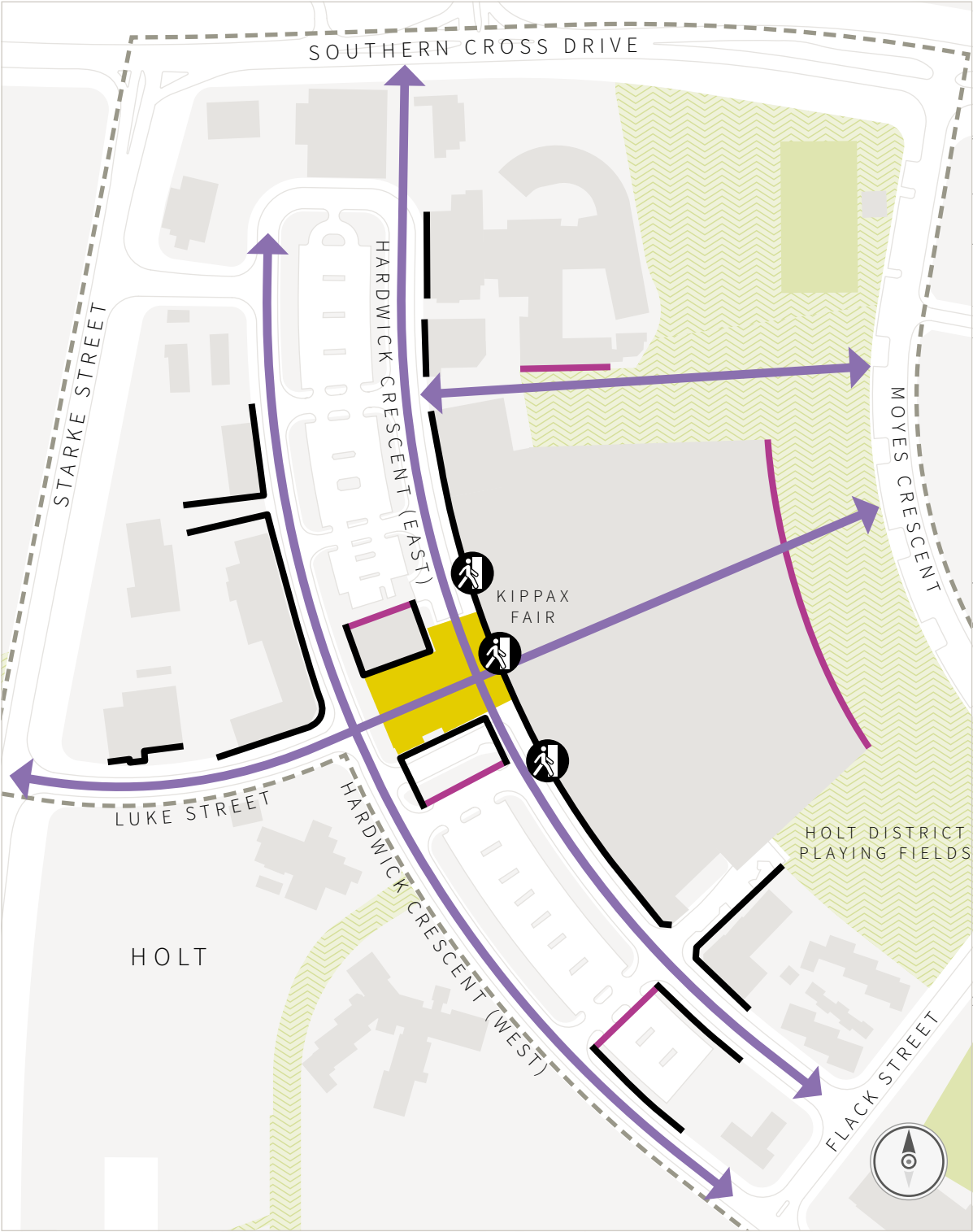
Map 15: Proposed pedestrian and cyclist routes



LEGEND

	CENTRAL PLAZA		EXISTING ON-ROAD CYCLE LANE		SKATE RAMP
	PEDESTRIAN SPINE		PROPOSED ON-ROAD CYCLE LANE		UNDERPASS
	NEW ROAD WITH PEDESTRIAN AND CYCLIST CONNECTION		KEY CYCLIST AND PEDESTRIAN PATHS		IMPROVED PEDESTRIAN CROSSING POINTS

Map 16: Proposed active frontages



LEGEND

- | | | | |
|---|-------------------------|---|----------------------|
|  | CENTRAL PLAZA |  | KEY PEDESTRIAN PATHS |
|  | PRIMARY ACTIVE FRONTAGE |  | MAIN BUILDING ENTRY |
|  | SECONDARY FRONTAGE | | |

RECOMMENDED FURTHER STUDIES

Complete a comprehensive traffic, transport and car parking study, including the incorporation of access and mobility analysis.

CAR PARKING

The government is committed to encouraging increased sustainable transport options into the future. It is recognised that accessible and convenient car parking is a major drawcard for group centres in Canberra. Therefore, providing sufficient and easily accessible car parking is an important consideration for this centre.

The introduction of car sharing is contributing to a more sustainable method of transport options. Car sharing is short-term use of a car that's shared among a group of people through a membership based scheme that is managed through a car share provider. The benefits of car sharing include the reduction in traffic congestion and the reduction of pressure on car parking availability for local residents and visitors. People who frequently use car sharing also drive less as they use alternative modes of transportation including cycling and walking to access car share vehicles.

RECOMMENDED PLANNING POLICIES

- Support the introduction of car sharing in the centre.
- Support the provision of car share parking spaces within the centre that are located where there is high car parking demand, where medium to high-density residential development is based and where there is a mixture of businesses, services and sustainable transport options close to the spaces.

RECOMMENDED PUBLIC DOMAIN UPGRADES

- Explore the provision of a three storey structured car park on Block 1 Section 86, on the northern most surface car park between Hardwick Crescent east and west (**Map 11**).
- Redesign Hardwick Crescent's surface car parks to optimise layout efficiency.
- Incorporate large tree plantings in future car park redesigns to provide shade, reduce urban heat island effect, contribute to landscape character and improve pedestrian amenity.
- Increase the availability of car parking spaces within the centre core by relocating the existing Park and Ride car parking spaces (15 spaces) in the Hardwick Crescent location to the existing Park and Ride facility on Moyes Crescent (near the tennis courts).
- Identify space on Hardwick Crescent east, adjacent to Kippax Fair that is suitable for pick up and set down arrangements.
- Align pedestrian crossings on either side of Hardwick Crescent and extend the crossings through the car parks to provide clear and continuous pedestrian links (**Map 15**) and encourage a low speed environment that prioritises pedestrian movement.

RECOMMENDED FURTHER STUDIES

- Complete a comprehensive traffic, transport and car parking study, including the incorporation of access and mobility analysis.

4.6.3 IMPROVE THE CENTRE'S CHARACTER AND SUSTAINABILITY THROUGH BUILDING DESIGN

Community engagement on the height of buildings recommended for the centre in the draft master plan found general community support for an increase in height in some areas.

The benefits of allowing increased building heights in the centre include the following:

- Consistency with the ACT Planning Strategy, which encourages a more compact city by focusing urban intensification in areas such as group centres and along major public transport routes. The ACT Planning Strategy also identifies the need to support convenient access to a range of facilities, services and opportunities for social interaction by reinforcing the role of group centres as community hubs.
- An increase in the local population will provide an opportunity to support existing and future public transport facilities and services.
- Permitting higher buildings within the centre will encourage development and redevelopment, which is an opportunity for new buildings to contribute positively to better public spaces and improved pedestrian connections.
- Encouraging development and redevelopment will further boost the centre's economy, provide employment opportunities and a wider diversity of businesses and services.

- New development and redevelopment will provide an opportunity to improve the centre's sustainability. New buildings are designed to be more sustainable particularly in relation to optimising solar orientation and the capture of natural ventilation. The use of sustainable and energy-efficient building materials and fittings, including increased water efficiency is easier for newly developed and redeveloped buildings. In addition, incorporating measures such as permeable paving and light coloured building materials and planting deciduous trees along main pedestrian routes to allow for summer shade and winter sun will help increase the centre's resilience to climate change and to mitigate the impacts of the potential urban heat island gain. In conjunction, upgrading public spaces to include features such as drinking fountains, high quality lawn and comfortable outdoor furnishings will improve the urban amenity and encourage people to use these spaces and make more non-car-based trips to the centre.

In response to some concerns about potential overshadowing from higher development, shadow diagrams have been prepared (**Figure 9**). These indicate that overshadowing on existing development and the public domain will be minimal.

PUBLIC SPACES AND STREETS
SHOULD ENHANCE THE
CHARACTER, VITALITY AND
CONNECTIONS OF THE CENTRE
AND SHOULD BE DESIGNED TO
BE SUPPORTIVE OF AN AGEING
POPULATION.

Figure 10: Shadow diagrams (winter solstice)



RECOMMENDED PLANNING POLICIES

- Require buildings fronting Hardwick Crescent east and west to be built to the Hardwick Crescent site boundary at the ground floor to create an urban edge.
- Require buildings fronting Hardwick Crescent east and west and primary active frontages (**Map 16**) to maintain a maximum podium height of two storeys so the centre retains a human scale. The podium setback is to be at least 3 metres (**Figure 7**).
- Require individual development proposals to demonstrate how solar access to public spaces and surrounding developments will be provided.
- Require proposed development on Block 2 Section 52 to demonstrate that the proposed pocket park on Block 13 Section 52 will not be adversely overshadowed between 10am and 2pm on the Winter Solstice (June 21).
- Require proposed development on any site adjoining the proposed community hub to demonstrate that the community hub will not be adversely overshadowed between 10am and 2pm on the Winter Solstice (June 21).
- Require residential development to be oriented and designed to maximise the benefits of passive solar design and solar access to living spaces in winter and shade in the summer months through landscaping and sun-shading.
- Allow for building heights as indicated in **Map 14**. The recommended heights have been considered for impact on public spaces, how new buildings meet the street and sunlight access (**Figure 9**).
- For existing blocks fronting Hardwick Crescent east and west, permit buildings heights up to six storeys for the following reasons:
 - > Locating taller buildings on blocks with direct frontage to Hardwick Crescent east and west will maintain and strengthen the role of Hardwick Crescent as the primary focus of commercial activity and pedestrian and traffic movement.
 - > The blocks fronting Hardwick Crescent east and west are located within a thriving centre and close to existing and future public transport facilities. Therefore, they are ideal

for redevelopment, particularly residential development. Future residents will benefit from living close to businesses, services, facilities and public transport. Residents living in this location will also tend to be less car dependent.

- > Support activity at different times of day and night that will encourage passive surveillance.

4.6.4 ENCOURAGE A HIGH QUALITY PUBLIC DOMAIN

The design of the public domain contributes to the amenity of the centre and its enjoyment. Public spaces and streets should enhance the character, vitality and connections of the centre and should be designed to be supportive of an ageing population.

ACTIVE FRONTAGES

The design of individual buildings contributes to the overall safety and vitality of public spaces. Active frontages at the ground floor level will improve the quality of the public domain and key pedestrian connections.

Primary and secondary active frontages to buildings to support and enhance key pedestrian routes are indicated on **Map 16**.

RECOMMENDED PLANNING POLICIES

- Encourage active frontages in key locations to support better public domain outcomes and pedestrian and cyclist movement.
- New buildings located on streets identified for primary active frontages, as indicated in **Map 16**, will:
 - > be oriented towards the street
 - > be required to have largely transparent frontages, at least 70%
 - > have active uses such as shops, restaurants, cafes and community facilities fronting the primary active frontages
 - > not have residential use on the ground floor, and
 - > be required to provide awnings designed to shelter pedestrians and create a sense of human scale and enclosure.

- New buildings located on streets identified for secondary active frontages, as indicated in **Map 15**, will:
 - > be oriented towards the street
 - > be permitted to include residential uses on the ground floor, provided there are individual entries at street level to allow for physical interaction and passive surveillance, and
 - > be adaptable at the ground floor for residential or commercial uses. For example, buildings will have a floor-to-ceiling height that is suitable for either use. This flexible design also provides scope to enable future retrofits to occur without requiring major structural adjustments.

PUBLIC SPACES

This master plan identifies four existing or potential, key public spaces in the centre as indicated on **Map 17**. This includes the community hub, main street (Hardwick Crescent east), pocket park and skate ramp.

THE COMMUNITY HUB

The central plaza adjoining the existing Kippax Library to the south is currently a public space that backs onto the existing Kippax Bus Station and includes a playground. It is proposed to relocate the bus station to the north of the Kippax Library and to combine a new community facility building to the south of the playground on part of Block 5 and road reserve Section 88 to create a community hub for the centre. This recommendation provides the opportunity to reconsider this existing central plaza's function to promote it as a place where people will visit, enjoy and linger.

Recommended public domain upgrades

- Upgrade the community hub so it provides an improved place for people to move through from the east to the west of the centre and also as a place for people to spend time.
- Provide green spaces to help reduce the urban heat island effect in this area.
- Keep a play space for children as this is highly valued by the community.

- Upgrades to the community hub need to ensure pedestrian and visual access between Hardwick Crescent east and west.
- Develop a landscaping plan for the community hub and part Block 5 Section 88.

MAIN STREET (HARDWICK CRESCENT EAST)

The importance of establishing Hardwick Crescent east as a pedestrian-friendly environment has been recognised. This main street for the centre should be formalised as a pedestrian-oriented space with a high quality public domain and an emphasis on movement, activity, community and recreation uses. This area will connect with the new community hub and the pedestrian spine that provides a direct pedestrian connection through Kippax Fair from the open space adjacent to Moyes Crescent through to the community hub.

RECOMMENDED PLANNING POLICIES

- Support Hardwick Crescent east to become a main street by identifying it as such.
- Require active frontages along Hardwick Crescent east in accordance with **Map 16**.
- Require buildings fronting Hardwick Crescent east to be built to the site boundary to create an urban edge to the main street.
- Require buildings fronting Hardwick Crescent east and west to contain a maximum podium height of two storeys so the centre retains a human scale. The podium setback is to be at least 3 metres (**Figure 7**).
- Permit building heights of up to six storeys (**Map 14**) for buildings fronting Hardwick Crescent east to encourage a range of active uses and enable mixed-use development.

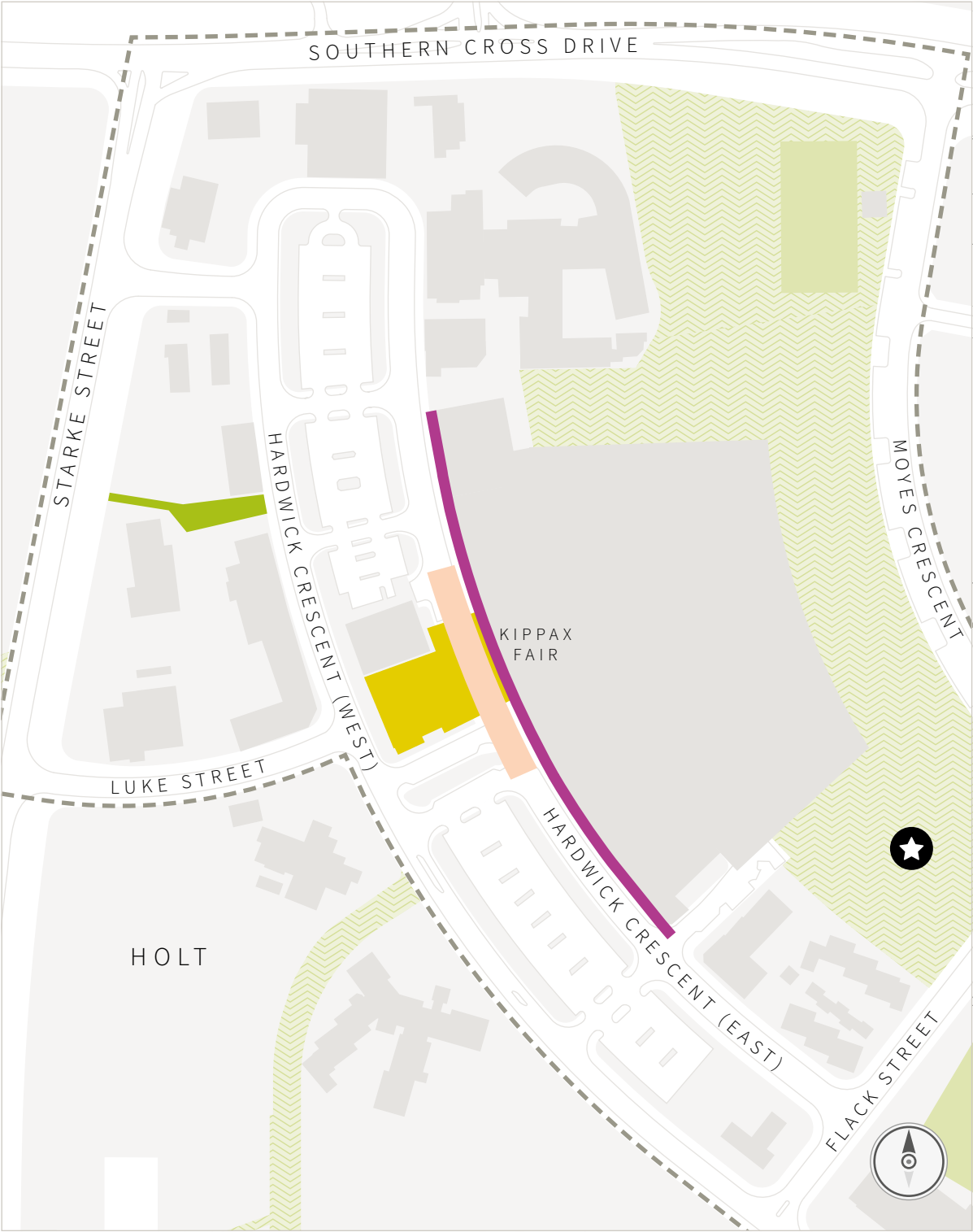
Recommended public domain upgrades

- Investigate the potential for converting the section of Hardwick Crescent east identified as main street, as indicated in **Map 17**, into a shared zone to reduce traffic speeds.

Recommended further studies

- Develop a public domain and landscape standard for Hardwick Crescent east and the community hub. The standard will specify requirements to maintain a landscape character and quality of public realm conducive to the important role and function of these spaces.

Map 17: Proposed key public spaces



LEGEND

- | | | | |
|---|---------------|---|--------------|
|  | COMMUNITY HUB |  | POCKET PARK |
|  | SHARED ZONE |  | SKATE RAMP |
|  | MAIN STREET |  | GREEN SPACES |

THE POCKET PARK

An opportunity exists to transition the existing mid-block pedestrian link on Block 13 Section 52 into a high quality space for small scale retail or cafes that adjoin and front onto it. This will make the pedestrian link from Hardwick Crescent west to Starke Street safer to use and will provide a space for living (green) infrastructure in the centre.

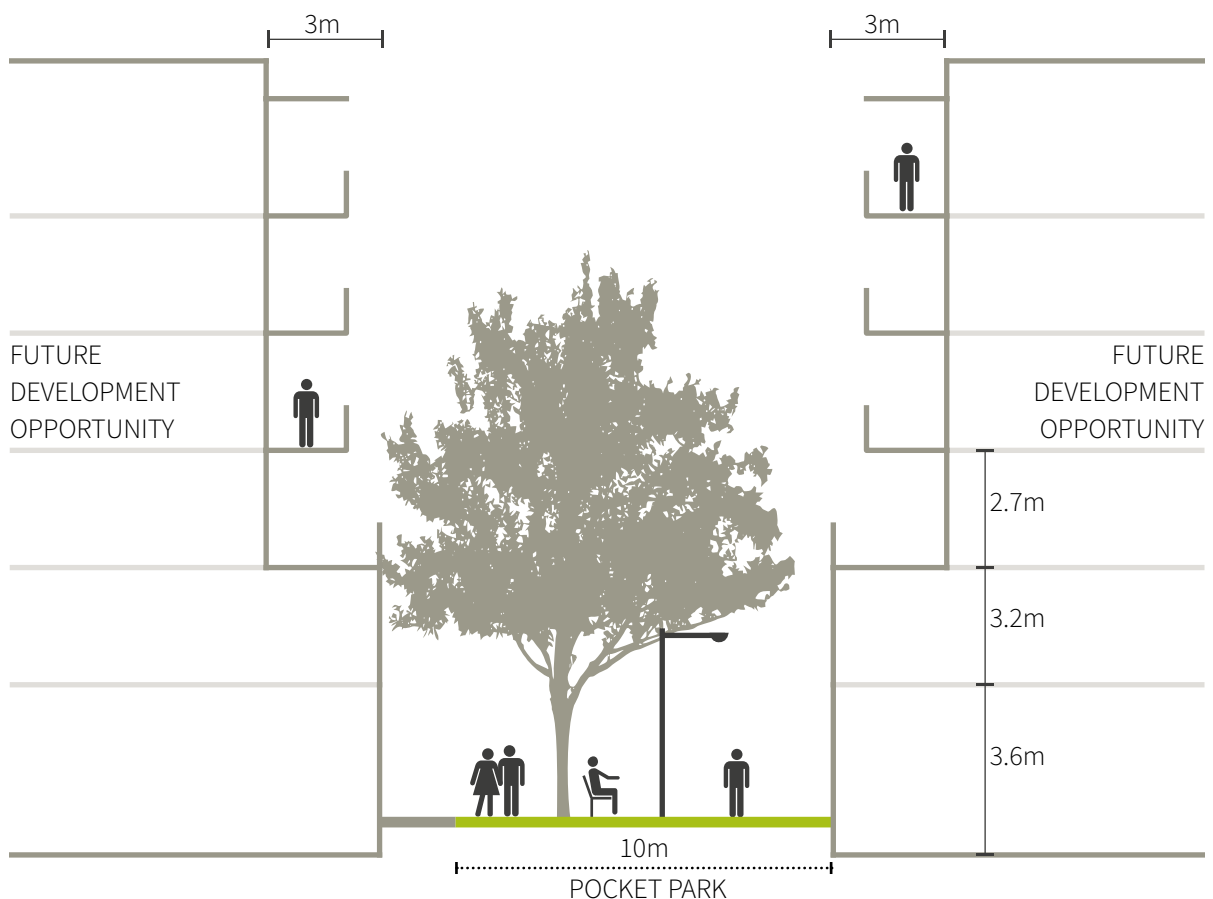
Recommended planning policies

To support establishment of a pocket park on Block 13 Section 52, require proposed developments on the adjoining block, Block 2 Section 52, to demonstrate that on June 21 the pocket park will not be overshadowed between 10am and 2pm.

Recommended public domain upgrades

When blocks 2 or 3 Section 52 redevelop, undertake landscaping of the existing mid-block pedestrian connection on Block 13 Section 52 (**Map 17**) connecting Hardwick Crescent west to Starke Street. This space should become a high quality space, provide living (green) infrastructure and cater for children including allowing for incidental play through the use of landscaping and/or high quality public art. Planting should include large deciduous trees that provide shade in summer and allow for sun in winter **Figure 10** is a cross-section showing what this link could look like.

Figure 11: Cross-section of pocket park



THE SKATE RAMP

Community engagement throughout the master planning process demonstrated that the existing skate ramp to the rear of the Kippax Fair shopping centre is highly valued and used. If development and redevelopment occurs in this area it will be important to retain the function of skate ramp within the centre close to local amenity.

OPPORTUNITIES FOR LAND RELEASE

- When part of blocks 6, 22, 36, 37 and 66 Section 51 are released for the purpose of retail and residential development, the developer of the land will contribute to the demolition and relocation of the existing skate ramp to the rear of the Kippax Fair as indicated on **Map 17**.

GREEN SPACES

The master plan study area includes significant amounts of existing green space that includes the existing Holt District Playing Fields. However, within the existing commercial areas there is little high quality green space for users of the centre to enjoy. Living (green) infrastructure can be brought into the centre through the introduction of landscaping elements such as additional planting and tree planting. In particular, the centre's meeting spaces, the main street, community hub and the pocket park, as identified in **Map 17** and the existing surface car parks are an opportunity to introduce living (green) infrastructure into the centre. Trees play an important role in improving the amenity and comfort of main pedestrian areas as they provide shade in summer and reduce the potential of urban heat island effect.

The existing Holt District Playing Fields is a north south green belt which provides opportunities for recreation such as walking, play space for children, dog walking and informal sport and games. This green belt is to be protected.

RECOMMENDED PLANNING POLICIES

When part of blocks 6, 22, 36, 27 and 66 Section 51 are rezoned from PRZ1: Urban Open Space to CZ1: Core Zone (in accordance with **Map 12** to allow for retail and residential) the rezoned area is to be setback 50 metres from Moyes Crescent to ensure the north south green belt is maintained.

RECOMMENDED PUBLIC DOMAIN UPGRADES

- Introduce more shade trees throughout the centre, particularly along streets and throughout the existing surface car parks to increase the amenity of these areas and to offset the potential for urban heat island effect.
- Where possible, retain the centre's existing trees and plant additional trees.
- Develop a landscaping plan for the pocket park on Block 13 Section 52.

RECOMMENDED FURTHER STUDIES

- In association with development and redevelopment of the centre, prepare a water sensitive urban design strategy to consider the requirements of the broader catchment as well as the master plan study area.

4.6.5 IMPROVE THE CENTRE'S SUSTAINABILITY THROUGH THE DESIGN OF BUILDINGS, THE PUBLIC DOMAIN AND THE SURROUNDING ENVIRONMENT

The sustainability of the centre requires an integrated approach to meet social, environmental and economic goals. Improving sustainability will enhance the centre's viability and the natural and built environment.

RECOMMENDED PLANNING POLICIES

- New development and redevelopment must demonstrate no net gain to the potential of urban heat island gain. Possible methods for achieving no net differences in the landscape include providing sustainably irrigated grass, chains of ponds, roof gardens, large canopy shade trees along streets and in surface car parks, permeable surfaces, water fountains and water misting systems in playgrounds.
- Mitigate the potential for adverse impacts on the centre's microclimate, such as potential over shadowing of existing adjacent residential development and public spaces.

- Require new development and redevelopment to be oriented and designed to maximise the benefits of solar passive design. This includes providing solar access to living spaces in winter and shade in summer through landscaping and sun-shading devices.
- Consider the use of alternative energy systems in new buildings.
- Incorporate water sensitive urban design initiatives to improve the centre's sustainability including the reuse of stormwater to water the living (green) infrastructure in the public domain.
- Consider rain water storage tanks to collect stormwater run-off from the centre's roofs in new development or redevelopment to water the living (green) infrastructure in the public domain.
- Consider permeable paving to capture stormwater run-off around trees and landscaping.
- Allow for deep-rooted planting and include tree pits with new plantings to ensure longevity of the landscape in the public spaces.
- Consider the use of lighter coloured pavement materials in the public domain and use light coloured roofing material in new development and redevelopment to reduce the potential for urban heat gain.

RECOMMENDED PUBLIC DOMAIN UPGRADES

- Consider potential locations for electric vehicle public infrastructure to encourage the use of renewable energy sources.
- Enhance living (green) infrastructure to provide shade to public areas and improve the microclimate of the centre.
- Prioritise landscaping improvements along main pedestrian and cycling routes and in public places.
- Retain and enhance corridors of green space and tree plantings to connect to the wider open space network and provide connections for wildlife and people.

Undertake the following mitigation options for potential flooding risk including:

- regrade the trap low point at the Starke Street underpass
- clear out and regrade the overgrown vegetated swale from the Starke Street underpass, running parallel with Starke Street
- construct a detention basin with an inlet into the existing stormwater network on the corner of Flack Street and Moyes Crescent
- regrade the existing grassed swale downstream of the Flack Street underpass, and
- investigate the purpose of the detention basin downstream of Southern Cross Drive and lower the detention basin embankment by up to 1 metre if possible.

RECOMMENDED FURTHER STUDIES

- Prepare a water sensitive urban design strategy for the Kippax group centre to consider the requirements of the broader catchment as well as the master plan study area.

5. RECOMMENDATIONS FOR IMPLEMENTATION

Kippax Group Centre Master Plan



Kippax Fair

shopping centre

YEF 91H

5. RECOMMENDATIONS FOR IMPLEMENTATION

5.1 THE PROCESS OF CHANGE

Implementation of the master plan will be progressive over the longer term as the implementation is dependent on investment decisions by private business, land availability and consideration of capital works funding for public domain upgrades from the ACT Government.

Implementation of this master plan can be through:

- a Territory Plan variation, including a revised precinct code for the centre
- sale of Territory-owned land, otherwise known as land release
- public domain upgrades
- commercial opportunities, and
- further studies.

ACT Government Directorates such as TCCS, CSD, JACS and CMTEDD may be involved in relation to implementing the recommendations of this master plan. Therefore inter-directorate coordination will continue in relation to realising this master plan's vision for the centre.

The ways the master plan can be implemented are described in more detail below.

5.2 TERRITORY PLAN VARIATION

A variation to the Territory Plan to revise the existing Holt Precinct Map and Code will realise some of the planning policy recommendations outlined by the master plan. The precinct code will provide the opportunity for the building heights, setbacks and land uses outlined in the master plan to be realised as development and redevelopment occurs.

There will be opportunity for the community to provide feedback on the precinct code through a separate community engagement process.

5.3 LAND RELEASE/ POSSIBLE REDEVELOPMENT

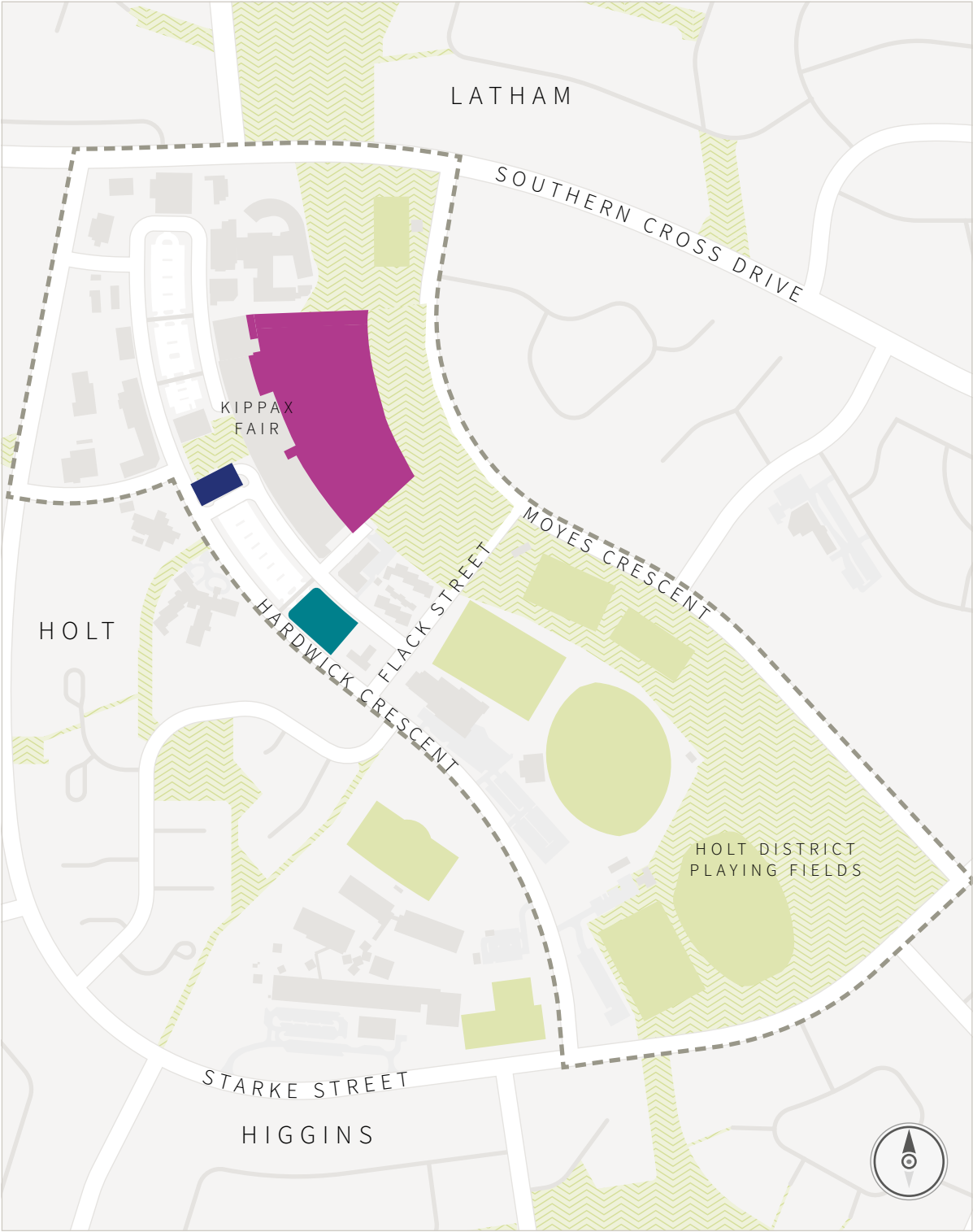
This master plan recommends several sites for land release. **Map 18** illustrates an indicative development sequence beyond that outlined in the Indicative Land Release Program. The land release sequence could vary as circumstances and needs change for the centre.

5.4 PUBLIC DOMAIN UPGRADES

Infrastructure and public space improvements are required to realise the vision and some of the strategies of this master plan. There are opportunities for the private sector to contribute to the public domain through partnerships with the government or as part of off-site works.

Works undertaken by the ACT Government will involve further investigations by various government agencies and funding consideration through future government budget processes. Public domain upgrades undertaken by the ACT Government are based on a number of considerations including population growth, the age of existing assets and infrastructure and the wider budget context within the Territory.

Map 18: Possible development and redevelopment in the centre



LEGEND

- STAGE 1
- STAGE 2
- STAGE 3

5.5 COMMERCIAL OPPORTUNITIES

Business, commercial developers and the wider community are responsible for taking advantage of opportunities identified within the master plan. A number of changes indicated in the master plan are on existing developed sites or require substantial investment. Therefore, implementation of the master plan will be progressive over the longer term as investment opportunities are realised.

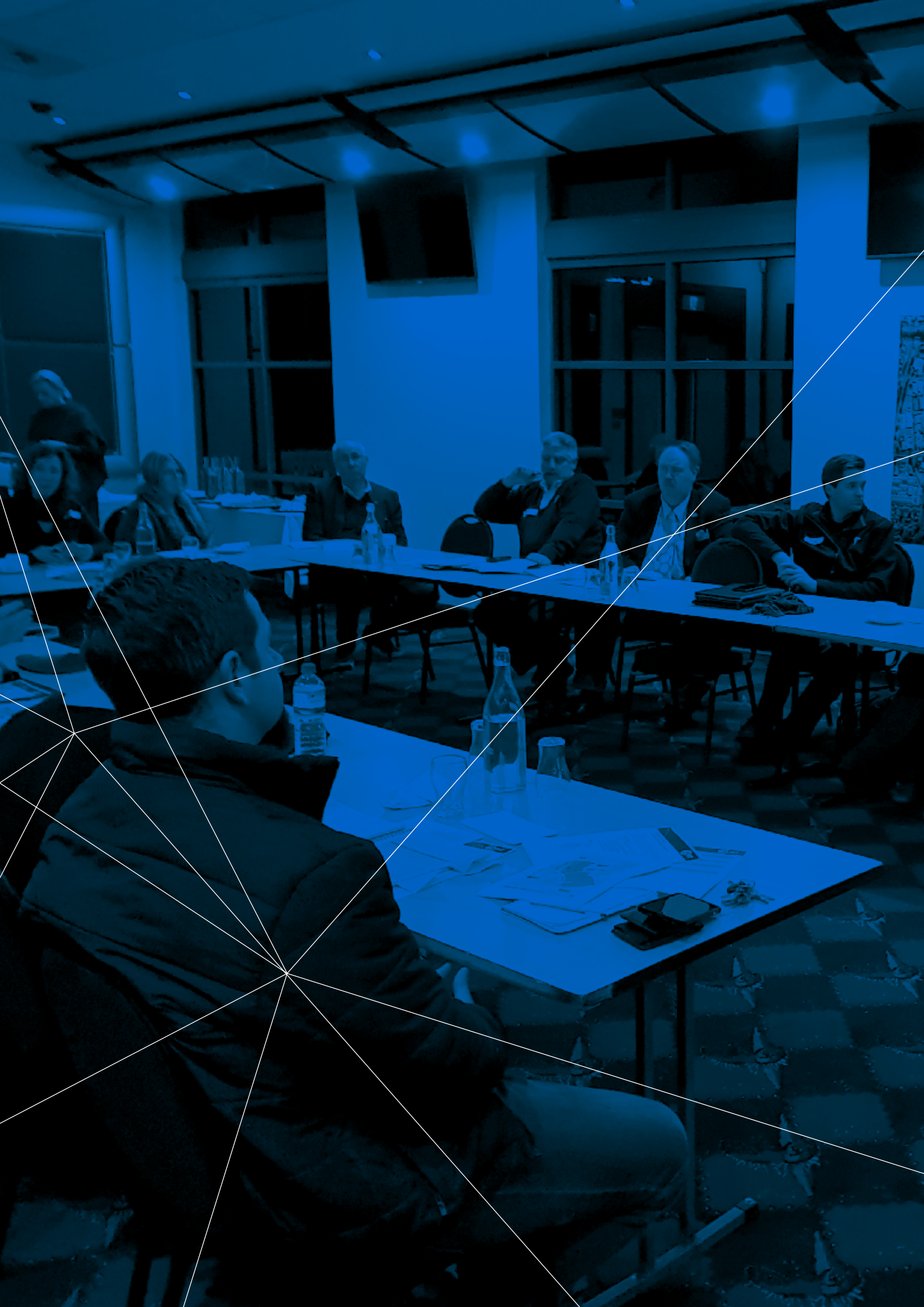
5.6 FURTHER STUDIES

Potential further studies are detailed below.

- Complete a comprehensive traffic, transport and car parking study. This would incorporate access and mobility analysis.
- Develop a public domain and landscape standard for Hardwick Crescent east and the community hub. The standard will specify requirements to maintain a landscape character and quality of public realm conducive to the important role and function of these spaces.
- Prepare a water sensitive urban design strategy for the Kippax group centre to consider the requirements of the broader catchment as well as the master plan study area.

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6. APPENDIX (BACKGROUND AND ANALYSIS) Kippax Group Centre Master Plan



6. APPENDIX (BACKGROUND AND ANALYSIS)

6.1 COMMUNITY ENGAGEMENT

Community engagement for the Kippax Group Centre Master Plan included four stages as described below. Each stage informed the master plan as it evolved.

A range of engagement activities were undertaken for each stage of engagement, including:

- ‘Meet the Planners’ sessions
- feedback forms (online and paper copies)
- meetings with individual key stakeholders including the Belconnen Community Council, community groups, sports clubs, concerned residents, lessees and traders
- information displays in the Kippax Fair shopping centre and the Kippax Library
- information, feedback, quick polls and community forums through project and engagement webpages and social media presence through the Environment, Planning and Sustainable Development Directorate’s (EPSDD) Facebook and Twitter accounts and the ACT Government’s engagement portal ‘YourSay’
- a community panel, and
- written submissions.

6.1.1 STAGE 1 – STRATEGIC PLANNING REVIEW

In 2013–2014 a strategic planning review of the Kippax group centre was undertaken by the Riverview Group in anticipation of the demand that the Ginninderry development will place on the centre. The purpose of the review was to develop a greater understanding of how the Kippax group centre functions, as well as existing and future capacities to service the growing Ginninderry community. The master plan incorporates and builds on this work.

Key messages from Stage 1 of community engagement included that:

- the centre is valued for its convenience, diversity of shops and suburban character
- general support exists for retail expansion
- general consensus is that the current layout and design of the centre, as a whole, is not effective and results in safety issues and fragmentation within the centre
- community service providers expressed a desire to reinforce their close collaboration and strong working relationships through the development of a community and health services hub, and
- community members were eager to ensure that independent retailers and a wider variety of shops and services are catered for and encouraged into the future.

All feedback was considered by the master plan project team. Where appropriate, key messages and relevant background information informed the development of the draft master plan. Further information on Stage 1 of community engagement can be found in the Kippax Group Centre Draft Master Plan Engagement Snapshot, which is available www.planning.act.gov.au

6.1.2 STAGE 2 – DRAFT MASTER PLAN

The second stage of community engagement sought community feedback on the draft master plan over a 12 week period. Analysis of the feedback showed broad support for the proposals in the draft master plan including proposed building heights, the new community hub and retail expansion over the surface car park.

Key messages from Stage 2 of community engagement included:

- the proposal to establish a central hub with new community facilities, play space, trees and cafés next to the Kippax Library was strongly supported
- a high number of comments related to the accessibility by walking, cycling and public transport to and within the centre. This includes between the car parks and the shops. Suggestions were made to improve the infrastructure for cycling and walking to cater for all ages and abilities
- the ovals and open/green spaces are highly valued with suggestions for enhancing these spaces by offering more recreational facilities e.g. BBQs, off-leash areas for dogs, skate park, spaces for community gatherings/markets
- convenient and accessible parking at Kippax is of central importance and concerns were raised about the impact of development on disruption and demand for parking
- concerns were raised about proposed new roads and traffic management at the intersections and pedestrian/cyclist safety, and
- there were mixed views about the proposed building heights.

In addition to this stage of the ACT Government's community engagement and separately to the master plan process, the owners of the Kippax Fair shopping centre conducted their own engagement about an alternative development proposal for retail expansion. Both the ACT Government and Kippax Fair proposals allowed for future retail expansion of the centre. The draft master plan proposed retail expansion to the west of the Kippax Fair shopping centre over an existing surface car park (see **Map 19**). While Kippax Fair's alternative development proposal recommended retail

expansion to the east of Kippax Fair over part of the existing Holt District Playing Fields (see **Map 20**).

Kippax Fair's community engagement indicated support for their alternative proposal, which suggested a different approach from that recommended by the draft master plan.

6.1.3 STAGE 3 – COMMUNITY PANEL

In response to Kippax Fair's alternative development proposal the ACT Government established a community panel to discuss the development and redevelopment opportunities for the centre and how retail uses could expand in the centre.

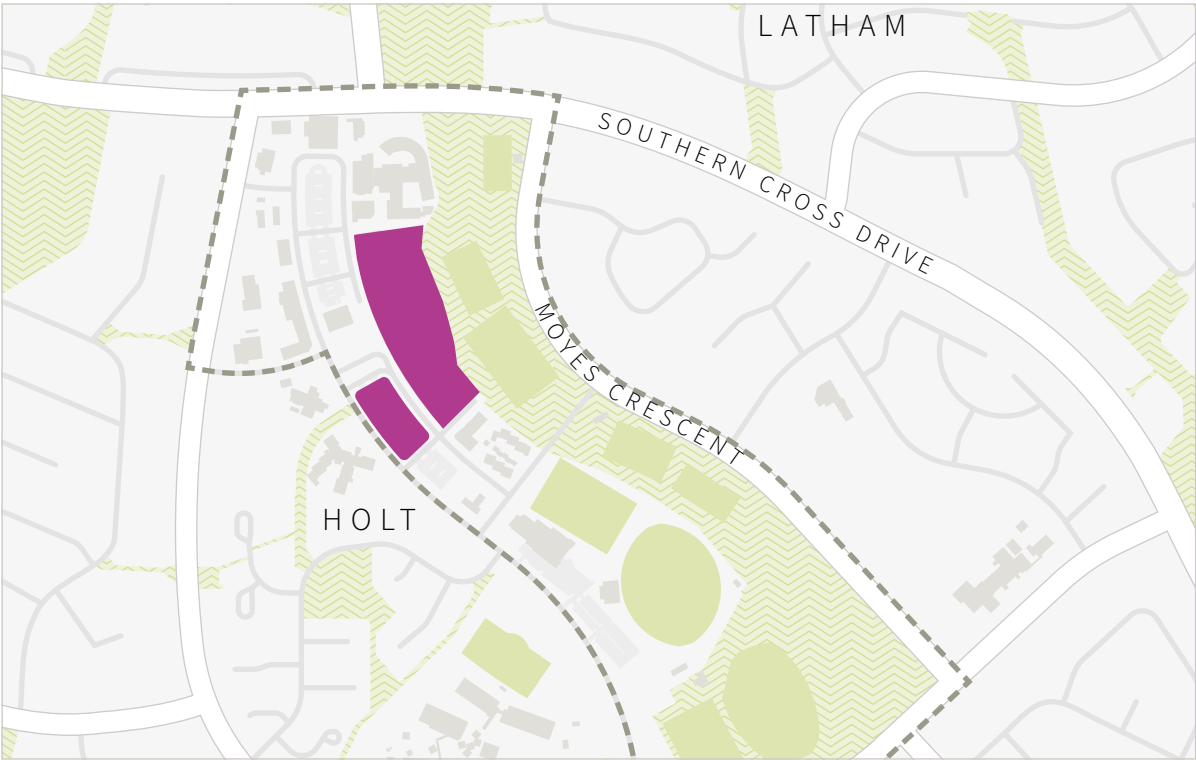
The community panel met three times between July and October 2017 to discuss the future opportunities for the centre. The panel was composed of representatives from the community, lessees, business owners, developers and government.

Through the community panel process, the panel largely supported retail expansion to the east of the Kippax Fair shopping centre and agreed that it could result in an excellent outcome for the area that would draw more people to the centre to support existing and new retail uses.

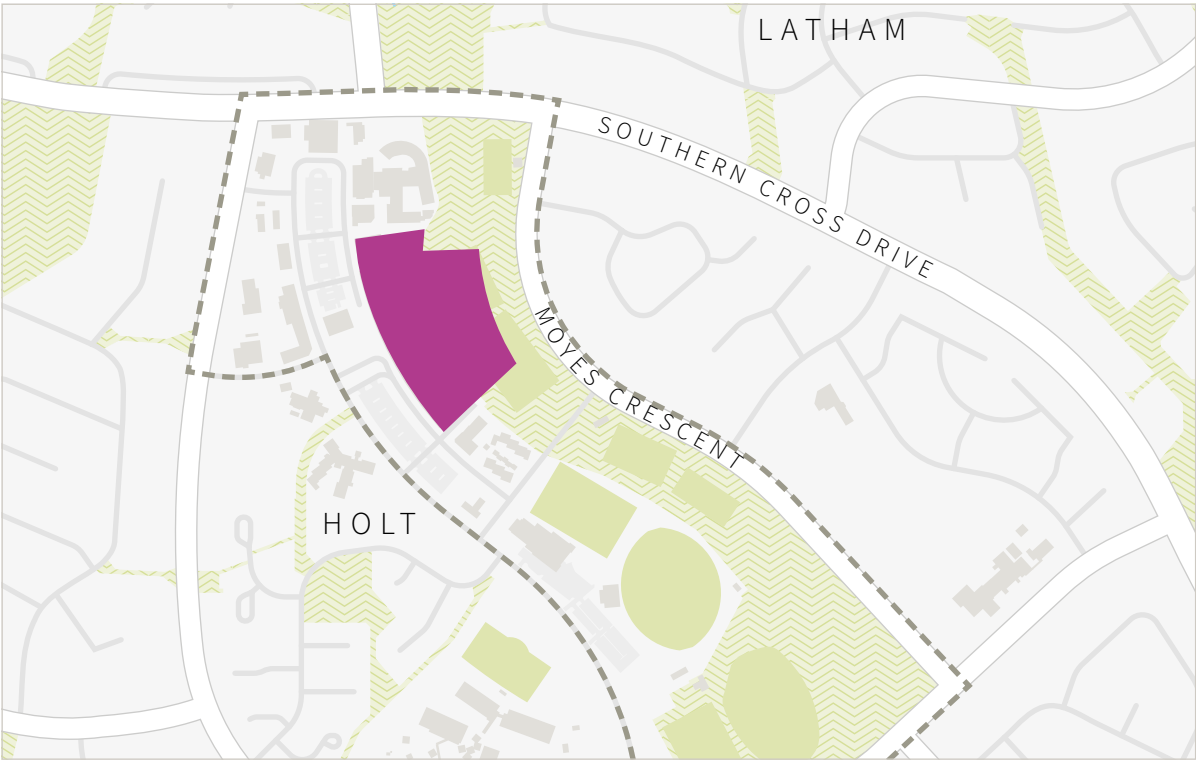
The community panel also agreed that:

- retail expansion to the east of the centre over part of the existing Holt District Playing Fields could result in an excellent outcome if done well
- existing sport, recreation and community facilities affected by any retail expansion to the east of the centre would need to be relocated and the community should not be disadvantaged as part of this process
- the costs and mechanisms for the transfer of existing sport, recreation and community facilities still require consideration; however this replacement must occur
- the Kippax group centre should accommodate a broad range of ages and community uses
- improved public transport, cyclist and pedestrian connections are required to and throughout the centre
- additional residential development will benefit the centre and will increase safety, and
- to doing nothing at this centre is the least desired option.

Map 19: Kippax Group Centre Draft Master Plan’s proposed retail expansion to the west of Kippax Fair over an existing surface car park



Map 20: Kippax Fair’s alternative development proposal showing retail expansion to the east of Kippax Fair over part of the existing Holt District Playing Fields



The outcomes from the community panel process informed revisions to the draft master plan that were further tested with the community in the following stage of engagement.

More details of the community panel and the outcomes from the process can be found in the Kippax Group Centre Master Plan Community Panel Outcomes Report at www.planning.act.gov.au.

6.1.4 STAGE 4 – REVISIONS TO THE DRAFT MASTER PLAN

The fourth stage of community engagement sought community feedback on the revisions made to the draft master plan as a result of the outcomes of the community panel process. Feedback indicated there are some concerns about loss of green space and the impact of heat island effect but the majority of people who participated support retail expansion of the centre to the east over part of the existing Holt District Playing Fields. A large number of respondents also indicated they highly value the skate ramp.

Key messages from Stage 4 of community engagement included:

- the skate ramp is used regularly and is valued by the community. If it is demolished as part of any development it should be replaced and improved
- parking in the centre is highly valued. There should be ample parking which is located close to services and facilities
- the services and facilities in the centre such as the Kippax Library and tennis courts need to be able to expand in the future when the need arises
- the majority of people support extending retail over the Holt District Playing Fields to the east of Kippax Fair
- there is support of a new road from Moyes Crescent to Hardwick Crescent
- there are concerns around the impact of retail expansion on existing businesses
- the volume and safety of traffic is a key concern for the centre

CONVENIENT AND ACCESSIBLE PARKING AT KIPPAX IS OF CENTRAL IMPORTANCE.

- there are concerns about noise generated by new development and noise during construction
- concerns were raised in regards to the ‘people’s park’ proposed in the revised draft master plan. This was due to the loss of surface car parking spaces
- concerns were also raised about how flooding and drainage issues on the Holt District Playing Fields would be dealt with if retail expansion does occur, and
- the increased urban heat island effect created by new developments was raised several times.

Further information on community engagement and feedback can be found in the Community Engagement Report Stages 2, 3 and 4 at www.planning.act.gov.au. Where appropriate, the key messages informed the development of this master plan.

6.2 CHARACTER AND HERITAGE

6.2.1 CHARACTER

The Kippax group centre is made up of three existing character precincts (**Map 21**). These precincts are identifiable by their location, land use, built form and landscape character:

- **The centre core precinct** contains a diverse mix of retail, commercial, professional and community services, including Kippax Fair. The shopping centre is largely internally focussed but does include a small number of active and dual frontages, mainly along the western facade of the building. Building heights are generally one and two storeys. Activity in the centre core precinct is strongly focussed around Kippax Fair, which is somewhat disconnected from other areas in the centre by the Hardwick Crescent car parks inactive frontages and the central plaza (**Map 21**).
- **The mixed-use precinct** contains a combination of mixed use (commercial/retail/residential), strip retail, community facilities and commercial land uses. Building heights vary between one and three storeys.
- **The recreation, community, open space and sports precinct** contains district level sport and recreation facilities comprising the existing Holt District Playing Fields and two enclosed ovals. One enclosed oval is primarily used for AFL and cricket while the other is leased by the Canberra Raiders Club and is used for rugby league games and training. The ovals and playing fields are heavily utilised year-round and accommodate all codes of football, including soccer, touch football and Oztag. Three smaller playing fields in the south-eastern corner of the study area are currently not being used and are 'switched off'. These playing fields could be reinstated for the community as future needs change.

6.2.2 HERITAGE

The buildings in the centre do not exhibit a high standard of architectural interest and there are no nominated or registered heritage buildings, places or artworks in the centre.

There are no known heritage places or objects in the master plan study area and, as the area is highly urbanised, ACT Heritage considers that the presence of unrecorded heritage sites is highly unlikely.

6.3 DEMOGRAPHICS

6.3.1 POPULATION

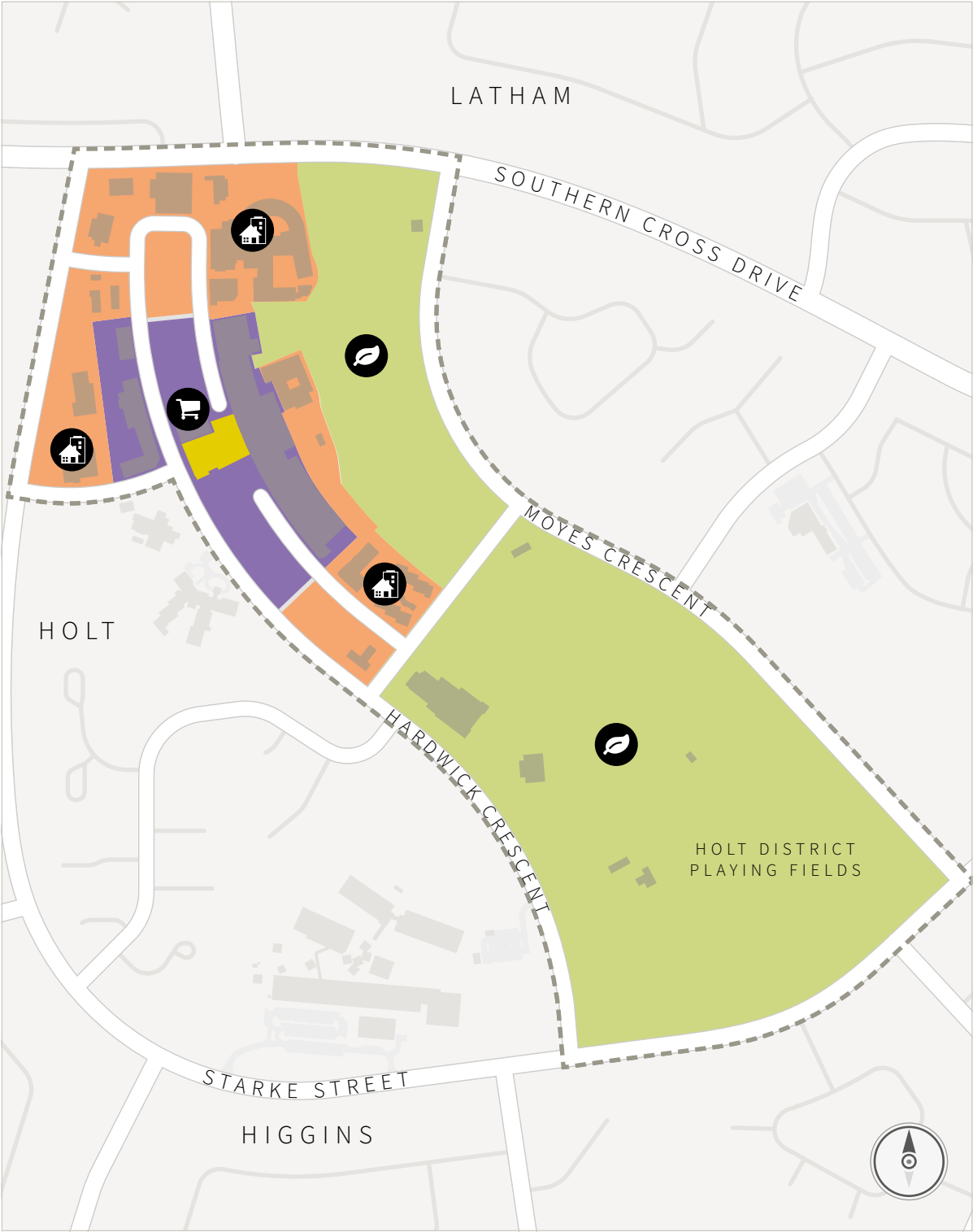
Growth and change in Canberra's population will generate demand for housing, offices, retailing, services, community facilities and associated infrastructure. At December 2017, the ACT population was estimated to be 416,000, with the population projected to reach 430,000 by early next decade and 490,000 by the 2030s (ACT Government projections).

The Belconnen district had a population of 98,700 in June 2017, a 10% increase compared to the 2007 population.

The Belconnen district comprises a diversity of age groups. The district has experienced growth in the older adult age groups, indicating an ageing population; this is consistent with current state and national trends.

The primary catchment for the Kippax group centre includes the suburbs of Holt, Higgins, Latham and Macgregor. The population of this primary catchment was approximately 18,451 in 2017 and is projected to decline slightly in 2020 to 17,955 (**Figure 11**). This slight decline is largely due to the area aging with children leaving home and parents remaining. This population projection does not include population growth generated by Ginninderry. Ginninderry is expected to accommodate 11,500 dwellings.

Map 21: Existing character precincts



LEGEND

- | | |
|--|---|
|  CENTRAL PLAZA |  MIXED USE PRECINCT |
|  CENTRE CORE PRECINCT |  RECREATION, COMMUNITY, OPEN SPACE AND SPORTS PRECINCT |

The suburb of Holt had a population of approximately 4,629 in June 2017. In 2016, the median age was 38.2, slightly older than the ACT overall (34.7). Household composition mostly comprises lone person households (35%), couples without children (23%), couples with children (25%), and one parent families (12%). Compared to the ACT as a whole, Holt has above average single person households, and fewer than average households comprising a couple with children (Table 2).

Holt has an above average population aged 60+ compared to the whole of the ACT (Table 3). The need to support an ageing population has implications for the provision of community and recreation services and facilities, housing choice, and the design of the public domain. Providing housing choice close to facilities and public transport will be important aspects of responding to the needs of the local community.

Figure 12: Population

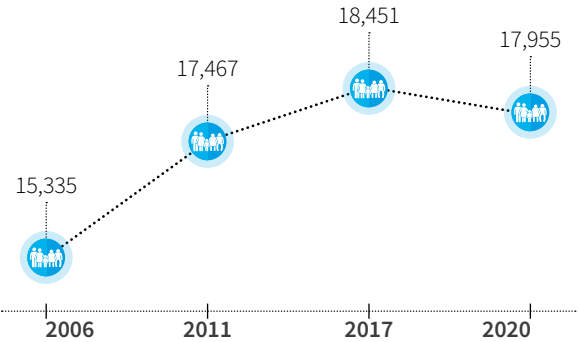


Table 2: Household structure

	HOLT	CATCHMENT	ACT
Couple no children	23%	25%	26%
Couple with children	25%	34%	33%
One parent family	12%	12%	10%
Lone person	35%	25%	25%
Other	5%	4%	6%

Table 3: Age profile

	HOLT	CATCHMENT	ACT
0-14	19%	22%	19%
15-19	5%	5%	6%
20-29	13%	14%	17%
30-39	16%	18%	16%
40-49	14%	14%	14%
50-59	10%	10%	12%
60+	24%	17%	17%

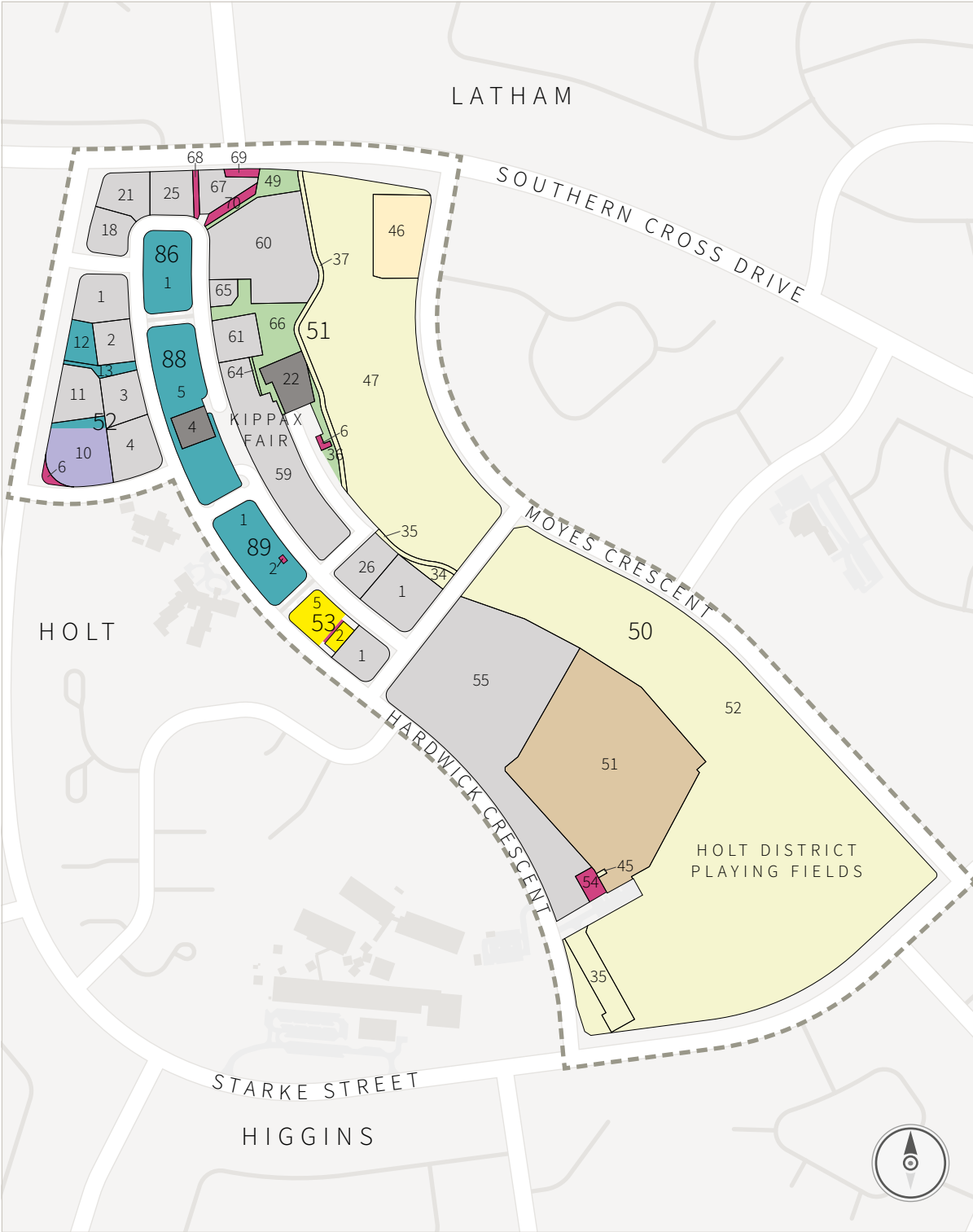
6.3.2 EMPLOYMENT

In 2016, there were an estimated 980 people employed within the area or close to the centre that is land bound by Starke Street and Southern Cross Drive. Of the people employed in this area 10% are residents of Holt, 68% are from the Belconnen district and 95% are ACT residents.





The majority of employment opportunities fell within the following sectors:

- Accommodation and food services (23%)
- Retail (22%)
- Education and training (21%)
- Health care and social assistance (14%)

Map 22: Existing land custodianship



LEGEND

	LEASED TERRITORY LAND		SUBARBAN LAND AGENCY		TCCS - VACANT (OTHER)
	GOVERNMENT LEASE - PUBLIC LAND		TCCS - PUBLIC LAND		TCCS - ROADS
	GOVERNMENT LEASE - NOT PUBLIC LAND		TCCS - PUBLIC PLACES		OTHER ACT GOVERNMENT AGENCY - NOT PUBLIC LAND
	PRIVATE LEASE - PUBLIC LAND		TCCS - OTHER UNLEASED ASSETS		

6.4 LAND USE

6.4.1 LAND CUSTODIANSHIP

The centre is leased by a mix of private lease holders and the ACT Government (**Map 22**).

A key function of this master plan is to identify opportunities for private leaseholders to redevelop and contribute to an improved public domain. This master plan also identifies where it is appropriate to sell unleased land or land currently leased to the ACT Government and the types of land uses that could occur on this land (unleased land is managed by the ACT Government).

Key Territory-owned land within the centre includes the existing surface car parking areas along Hardwick Crescent, the former Kippax Health Centre site and adjoining municipal park, the Kippax Library, other community services building on Luke Street, and the existing Holt District Playing Fields.

6.4.2 COMMERCIAL AND RETAIL

The Kippax group centre provides a diverse mix of uses and supports a number of small and independent retailers. These attributes are valued by the local community and set Kippax apart from other group centres. This master plan seeks to maintain this mix and to encourage growth in a staged and sustainable manner.

Of the centre's current 23,600m² of retail and commercial services floor space, approximately 9,000m² is located in Kippax Fair. Retail analysis undertaken in 2016 to inform the development of this master plan found that the centre has the potential to support significant expansion including an additional full-line supermarket as well as one more mini-major² tenant or discount department store.

This capacity for growth is because the centre currently trades very well. The ACT Retail Model in 2016 found that the retail turnover for the Kippax group centre was the highest of all group centres in western Belconnen and equal 6th highest of the 19 group centres modelled across the ACT.

The centre has also been found to have low levels of vacant floor space³. The level of vacant floor space in the Kippax group centre in 2015 was very low at 3%.

This above average performance of the group centre is considered to be a result of its larger catchment and the diversity of goods and services on offer.

Several options for retail expansion were explored as part of the master plan process. Initially, retail expansion was recommended at the draft master plan stage on the existing surface car park to the south of the Kippax Library (blocks 1 and 2 Section 89) (**Map 19**). However, due to further investigation and analysis development for the purposes of retail expansion on this site was deemed not viable:

- The retail analysis (undertaken in 2016) advised that market appetite for a supermarket-based development on either of the existing car parks sites (blocks 1 and 2 Section 89 or Block 5 Section 88 is weak, to the point of making such a development unrealistic.
- Further advice indicated that the site was too small to accommodate a full-line supermarket 'skinned' by speciality retail. Developing a supermarket on that site would result in a building with three blank sides, which is not consider a desirable urban design outcome.
- Community engagement found that the existing surface car parking in the centre is highly valued as it makes the centre easy and convenient to access.

² Mini-majors are smaller footprint stores which add to the overall appeal of a centre but are not as significant as major anchors i.e. supermarket or discount department store. To be successful most mini-major stores need to be located in a larger retail centre, with a large catchment, since they operate more as support facilities rather than genuine anchor facilities.

³ 2015 Inventory of Commercial and Industrial Floor Space in the ACT.

In addition to the option for retail expansion above, further sites were explored, particularly in relation to the alternative development proposal put forth by the owners of the Kippax Fair shopping centre. This proposal recommended retail expansion, including a small amount of residential development to the east of the Kippax Fair shopping centre over part of the ACT Government owned Holt District Playing Fields (part blocks 6, 22, 36, 37, 47 and 66 Section 51) (**Map 20**). This alternative development proposal was generally supported through the community panel process and subsequent broader community engagement provided that it did not significantly disadvantage the broader community. Details of this are outlined in section 6.1.3.

Existing development in the centre core precinct largely consists of Kippax Fair (including Woolworths), Aldi, smaller commercial tenancies, the Kippax Library, surface car parks and the bus layover on Hardwick Crescent. Most land in the centre core precinct is zoned CZ1: Core Zone, which provides the most flexibility in terms of allowable uses and restrictions on floor space (**Map 6**).

Land immediately north and south of Kippax Fair is currently zoned CZ2: Business Zone. Existing uses in this zone includes residential development, mixed commercial and retail, the Magpies Sports Club, multiple eateries, and personal and professional services.

CZ3: Services Zone land currently exists on the western edge of the study area, between Starke Street and Hardwick Crescent west. This area includes a diverse range of existing land uses including the West Belconnen Child and Family Centre, the YMCA Holt Early Learning Centre (child care), a gym, various eateries, professional services and strip retail. This land use zone allows for service trades, retail and commercial facilities that encourage diversity. The allowable floor space in CZ3: Services Zone is generally limited to encourage services and retail uses. Residential use is permitted in all three of the above commercial zones.

The study area also includes CZ6: Leisure and Accommodation Zone, which incorporates the Raiders Belconnen Club and an area of surface car parking adjacent to Hardwick Crescent. The purpose of this zone is to provide for the development of entertainment, accommodation and leisure facilities and to ensure they are protected against more traditional commercial uses. Residential development is not permitted within this zone.

6.4.3 RESIDENTIAL

There are currently two residential developments within the centre. The larger is a three-storey mixed-use complex located to the north of Kippax Fair with commercial space on the ground floor (facing onto Hardwick Crescent) and residential apartments above. The smaller is a two-storey townhouse development located on the corner of Flack Street and Hardwick Crescent east.

There is currently no land within the centre specifically zoned for the purposes of residential development, with both existing residential developments located within the CZ2: Business Zone.

Given the centre's proximity to frequent public transport services and the presence of a diverse range of services and facilities, the centre is well placed to support additional mixed-use buildings, incorporating residential development.

This would also increase the long-term viability of the centre and support many initiatives and recommendations of the master plan such as attracting new investment, encouraging new day and night-time activity and enhancing public safety through passive surveillance. Feedback received during community and stakeholder engagement was generally supportive of additional residential development.

6.4.4 COMMUNITY FACILITIES

Provision of community facilities at the sub-district level is defined by a catchment comprising multiple suburbs. Group centres therefore generally provide services at this level.

The Kippax group centre, and its immediate surroundings fulfil an important role through the provision of community facilities at the sub-district level. Facilities within and close to the centre include the Kippax Library, the West Belconnen Child and Family Centre, Cranleigh School, Kingsford Smith School, Kippax Uniting Church, Kalparrin Aged Care Facility and the Holt Community Hub.

These facilities generate positive benefits for the centre because they attract people beyond the suburbs the centre usually supports, resulting in increased trade.

While community facilities are located within the centre, the study area includes only one block that is currently zoned CZF: Community Facility Zone

- the former Kippax Health Centre site, currently occupied by Belconnen Community Service and others. The majority of community facilities within the study area are located within commercially zoned land. Community facilities located within and nearby the study area are identified in **Table 4** and **Map 23**.

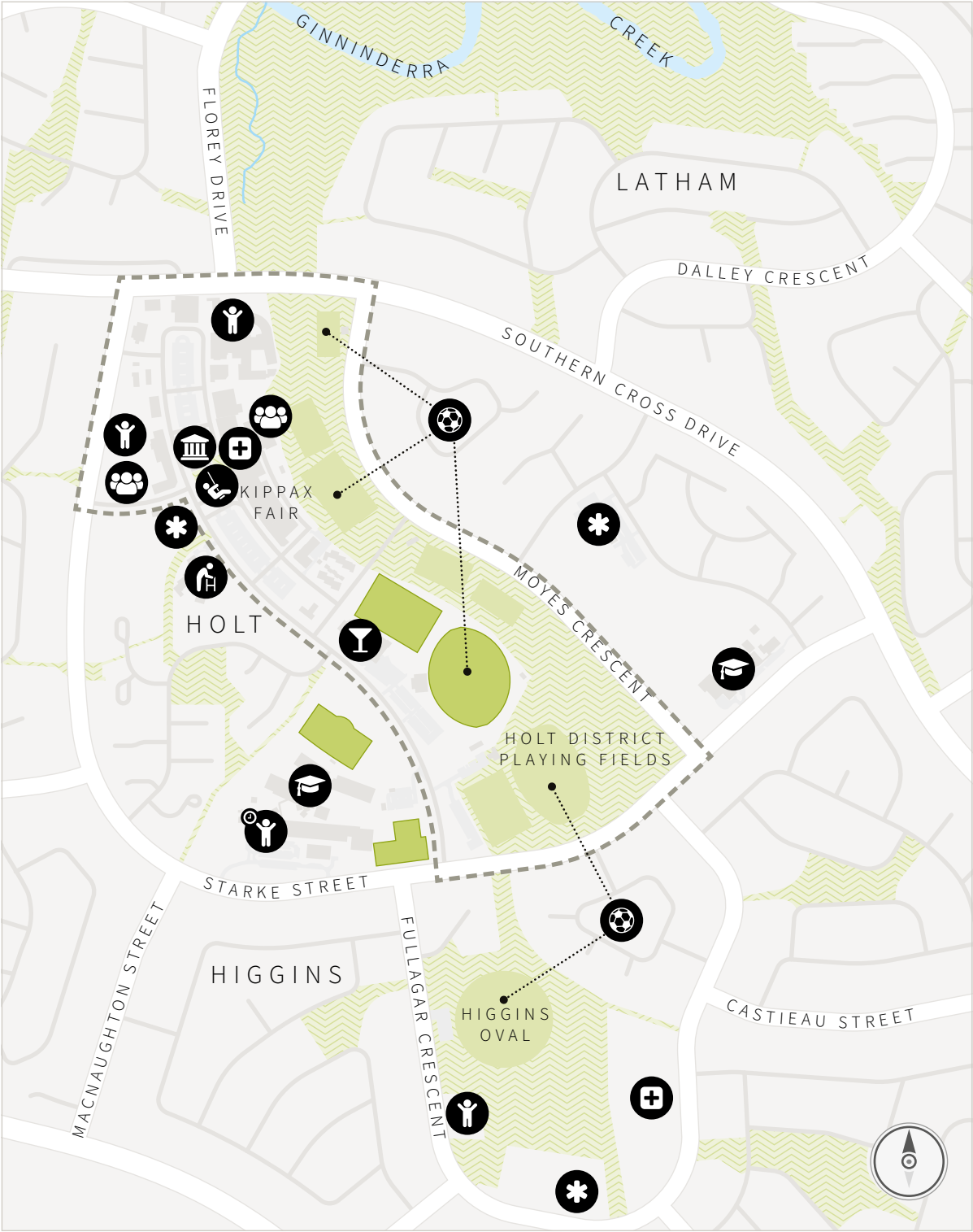
In the short to medium term it is expected that demand for community facilities in the centre will increase as a result of population growth from Ginninderry and urban intensification in the surrounding area. This population growth may also create need for new or different types of community facilities.

Given the current mix of residents and future demographic and population projections for the Kippax group centre catchment and Ginninderry development, it is expected there will continue to be a high demand for services and facilities for children, families and older people.











Table 4: Community and health facilities

FACILITY	LOCATION	CURRENT ZONING
Belconnen Community Service Dental surgery (private) Ginninderra Catchment Group	Block 22 Section 51	CFZ
Kalparrin aged care	(adjoining study area)	RZ2
Kippax Library	Block 4 Section 88	CZ1
NurtureOne Holt	Block 67 Section 51	CZ2
Radiology National Health Co-op Chemist	Block 59 Section 51	CZ1
Kippax Uniting Church	(adjoining study area)	CFZ
West Belconnen Child and Family Centre	Block 10 Section 52	CZ3
YMCA Early Learning Centre	Block 11 Section 52	CZ3

Map 23: Existing community, sport and recreation facilities



LEGEND

	AGED CARE		COMMUNITY SERVICES		PLACES OF WORSHIP
	ARTS AND CULTURE		EDUCATION		OUTDOOR RECREATION FACILITIES
	CHILDCARE		LICENSED CLUBS		PLAYGROUNDS
	AFTER SCHOOL CARE		MEDICAL FACILITIES		ENCLOSED OVALS

6.4.5 SPORT AND RECREATION FACILITIES

The centre is immediately adjacent to the existing Holt District Playing Fields, which provide district-level facilities catering to a broad range of sports and user groups. The playing fields are heavily utilised year round and contain a mix of publicly available grounds, enclosed ovals, tennis courts and inactive fields (**Map 23**).

User groups have advised that at certain times the playing fields are water logged and unusable.

One enclosed oval is primarily used for AFL and cricket, while the other is leased by the Canberra Raiders Club and used for rugby league games and training.

Three smaller playing fields in the south-eastern corner of the study area are not being used. The inactive fields were ‘switched off’ by the ACT Government some years ago due to water restrictions at that time. There is potential for these playing fields to be reinstated with an increase or change in demand.

A small skateboard halfpipe is located near the former Kippax Health Centre building. Several submissions received during Stage 4 of community engagement indicated the halfpipe is a well-used recreational facility.

A comprehensive list of sport and recreation facilities are outlined in **Table 5**.

Table 5: Sport and recreation facilities

TYPE	DESCRIPTION	CURRENT ZONING
Club	Raiders Belconnen Club	CZ6
Recreation	Small skateboard ½ pipe	PRZ1
Recreation	Children’s playground—in central plaza	CZ1
Sport	Kippax Tennis Club (4 courts)	PRZ1
Sport	Holt District Playing Fields	PRZ1
Sport	Enclosed oval—supports AFL and cricket (ACT Government facility)	PRZ2
Sport	Enclosed oval—supports rugby league (Leased by Raiders Belconnen Club)	PRZ2
Sport	Pavilion—change rooms, storage and other basic provisions (corner of Flack Street and Moyes Crescent)	PRZ1

THE KIPPAX GROUP CENTRE, AND ITS IMMEDIATE SURROUNDINGS FULFIL AN IMPORTANT ROLE THROUGH THE PROVISION OF COMMUNITY FACILITIES...

6.5 TRANSPORT AND MOVEMENT

3.5.1 PUBLIC TRANSPORT

The Kippax group centre is located immediately south of Southern Cross Drive, which is identified as a major public transport corridor in Transport for Canberra (2012) and is classified as part of the Frequent Public Transport Network. Accordingly, the centre fulfils a major role in facilitating bus movements for the wider west Belconnen area (Map 24).

The centre is currently serviced by Rapid and local services. The centre is also an important interchange location for the surrounding district and provides access between local routes and the high frequency Rapid Routes. It is expected that services will continue to grow as the West Belconnen district develops.

Park and Ride facilities are currently available on Hardwick Crescent and along Moyes Crescent. The Hardwick Crescent facilities are heavily utilised and also contain a Bike and Ride facility (bike cage). The Moyes Crescent facility provides more car parking spaces but is not well utilised. This may be attributed to a number of factors including poor lighting and path connections between Moyes Crescent and the retail core, its location away from the centre, lack of passive surveillance, and the absence of Park and Ride signage.

The Kippax group centre may also soon be a drop-off point for a shuttle service connecting the new Ginninderry residential development to the centre. This will enable Ginninderry residents to access the wider transit network through connections to Transport Canberra bus services.

LIGHT RAIL

Transport for Canberra (2012) establishes a Frequent Network of rapid public transport corridors with high frequency, all day transport services. The Frequent Network is integrated with a coverage bus network, which ensures that all Canberrans have access to public transport.

Through the Transport Canberra – Light Rail Network, the government is currently investigating how public transport on the rapid transit routes can be improved by transitioning the service from buses to light rail as the city grows. These investigations will inform future decision-making about extensions to light rail and deliver on key government policies, including Transport for Canberra and the ACT Planning Strategy (2018).

3.5.2 ACTIVE TRAVEL

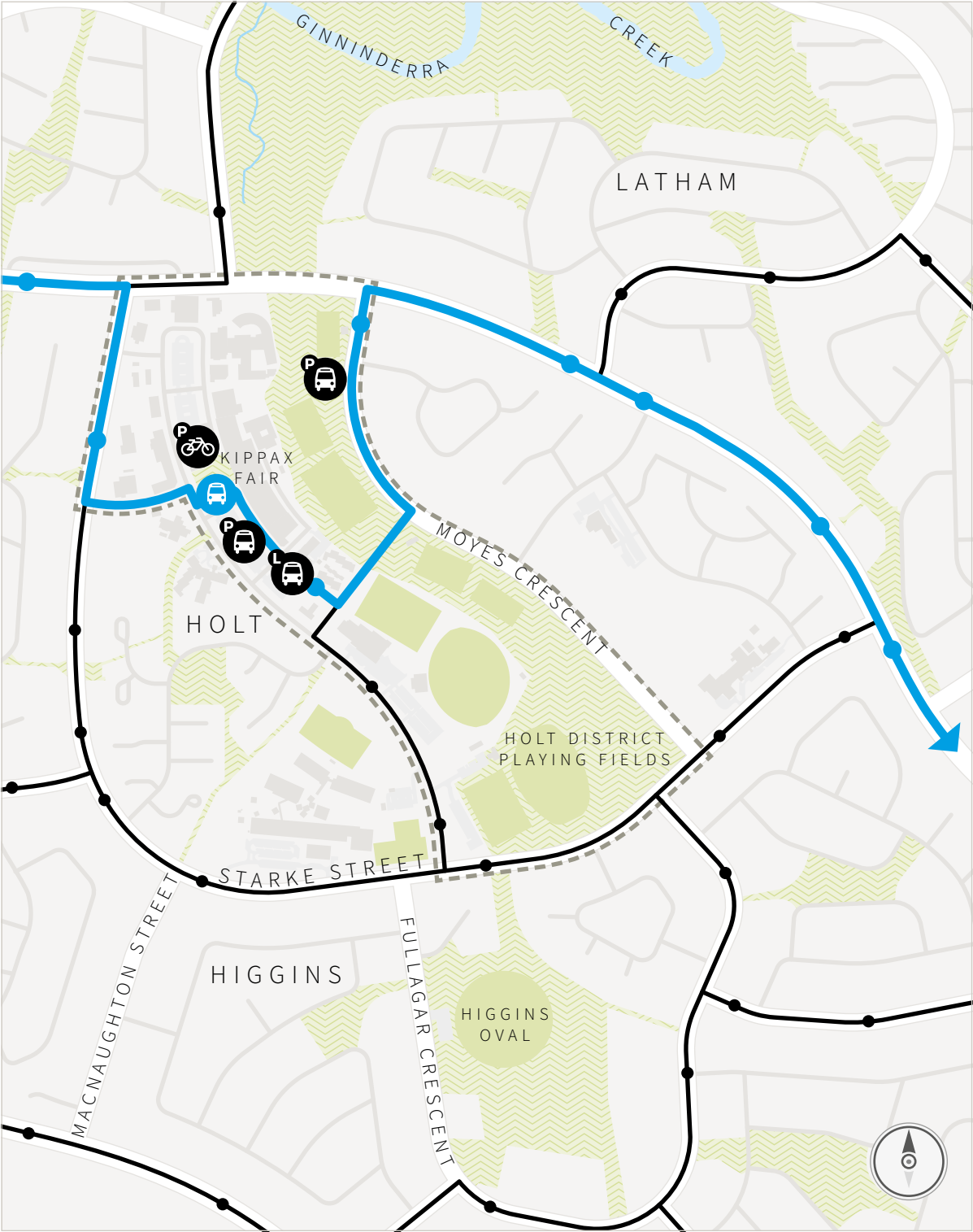
Active travel involves physical activity such as walking and cycling. More Canberrans will lead fitter and healthier lives if active travel options are seamlessly integrated into everyday life. Canberra will also become more vibrant and safe through increased pedestrian and cycling activity.

Primary connections to the centre from surrounding suburbs comprise a number of underpasses, which also form part of the wider path network, a signalised intersection on the corner of Florey Drive and Southern Cross Drive, and a number of strategically located pedestrian refuges and crossings in and around the centre (Map 25) and these pedestrian and cyclist facilities mean that the centre is reasonably well connected to adjacent suburbs.



However, there are still significant barriers to walking and cycling into and through the centre (Map 26). Relatively few people walk or cycle to the centre; this could be due to a number of factors including:

- concern about personal safety and traffic safety, and limited safe crossing points across major roads surrounding the centre
- gaps in the bicycle network and a lack of cycle facilities and infrastructure such as cycle lanes and bicycle parking
- links on the local walking network pass through greenways and underpasses where poor natural surveillance creates personal safety concerns
- travel habits based on motorised trips and generally low rates of public transport use, which is associated with reduced walking as a transport choice

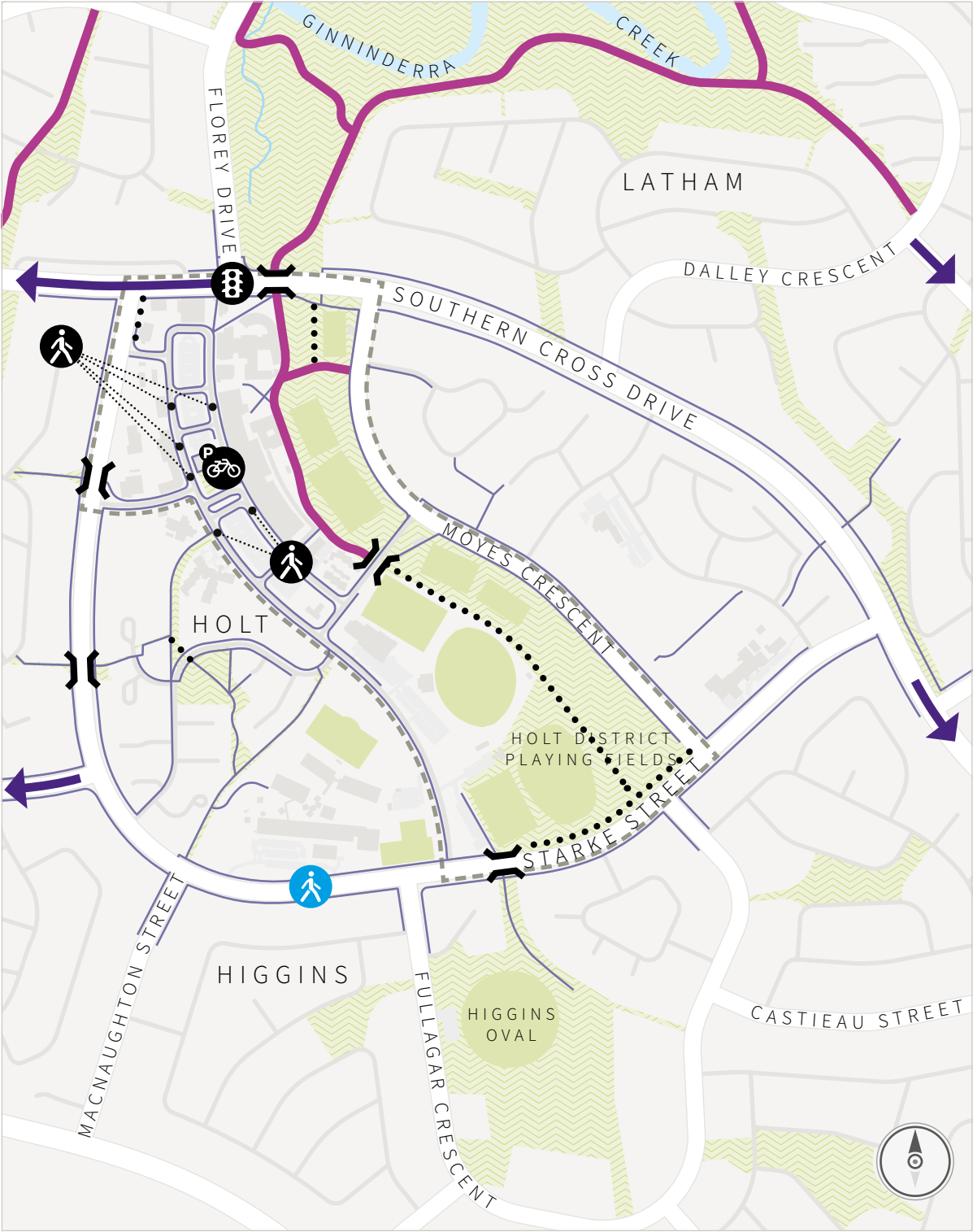
Map 24: Existing public transport infrastructure












LEGEND

- | | |
|---|--|
|  RAPID ROUTE (BUS) |  KIPPAX BUS STATION |
|  LOCAL ROUTE (BUS) |  BIKE AND RIDE |
|  RAPID BUS STOPS |  BUS LAYOVER |
|  LOCAL BUS STOPS |  PARK AND RIDE |

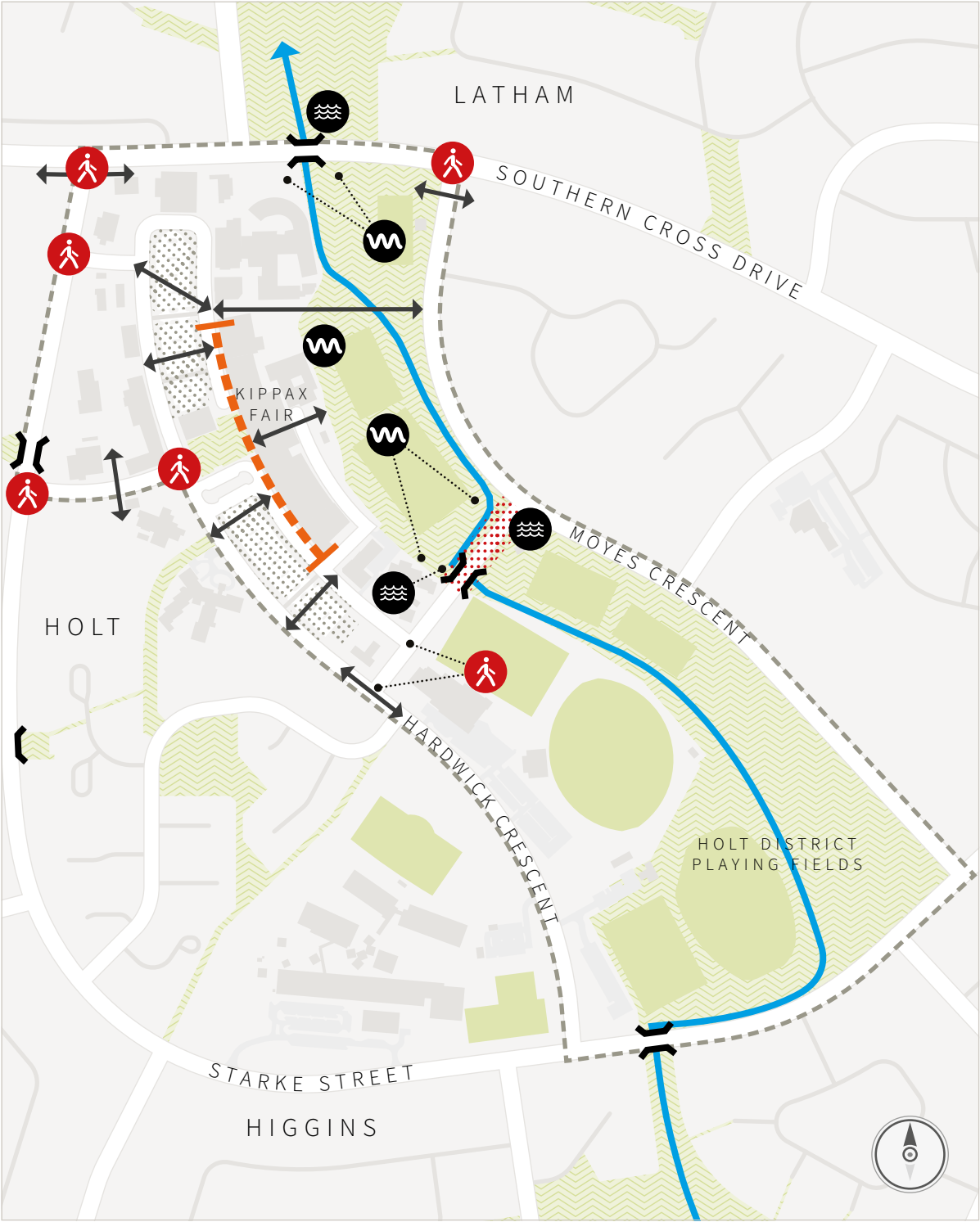
Map 25: Existing pedestrian and cyclist facilities



LEGEND

	PEDESTRIAN CROSSING		UNDERPASS		ON-ROAD CYCLE LANES
	SCHOOL CROSSING		FORMAL PEDESTRIAN PATHS		SHARED-USE PATH (PEDESTRIAN AND CYCLIST PATH)
	BIKE AND RIDE		INFORMAL DIRT TRACK		
	SIGNAL WITH PEDESTRIAN CROSSING				

Map 26: Existing pedestrian and cyclist barriers



LEGEND

	POOR CONNECTIONS		UNDERPASS		FLOOD-PRONE AREAS
	OVERLAND FLOW PATH		CAR PARK CAUSING FRAGMENTATION		LEVEL CHANGES
	KIPPAX FAIR BARRIER		AREA OF PEDESTRIAN TRAFFIC CONFLICT		LIMITED PROVISION FOR PEDESTRIANS

- low population densities within walking or cycling distance of the centre
- limited destinations within walking distance of the majority of households
- limited wayfinding and signage to assist and promote walking and cycling
- large areas of centrally located surface car parking that lacks direct, safe and clear pedestrian paths through them, particularly for people who are mobility impaired, and
- the existing Holt District Playing Fields, which create a barrier for cyclists and pedestrians due to limited connections between Moyes Crescent, Starke Street (south) and the retail core.

6.5.3 ROAD NETWORK AND TRAFFIC

The centre is convenient to access by car and the majority of visitors arrive by car. The centre's proximity to Southern Cross Drive and Starke Street (west) support vehicle access from the nearby suburbs of Latham and Macgregor, while Starke Street (south) and Hardwick Crescent provide access from Higgins and Holt.

Hardwick Crescent is important to the current layout and legibility of the centre. It fulfils a number of roles, functioning as the centre's main internal access road and supporting the existing bus layover and library. It also provides access to shops and the majority of public car parking within the centre.

A similar volume of traffic currently enters the centre from the north (via Starke Street) and from the south (via Starke Street and Hardwick Crescent). However, as the Ginninderry development grows, more traffic is anticipated to access the centre from the south via Drake Brockman Drive and Macnaughton Street.

Despite good access to the arterial road network, the local road connections to the centre are relatively sparse, with limited east-west access from adjoining suburbs into the centre.

Background studies for the development of this master plan investigated a potential future road connection from Moyes Crescent to Kippax Place. This potential link would serve the dual purposes of sharing centre access via the Moyes Crescent/

Southern Cross Drive intersection and activating the eastern side of the centre, including providing access to future undercroft/basement car parking in association with the potential retail expansion.

Traffic modelling has indicated that this new road would reduce traffic volumes accessing the centre from all other major approach routes, particularly at the Starke Street/Southern Cross Drive intersection. There would be a corresponding increase in traffic volumes on the northern parts of Moyes Crescent, including the Moyes Crescent/Southern Cross Drive intersection. This connection may warrant the future signalisation of Moyes Crescent/Southern Cross Drive in terms of safe amenity or for future rapid transit services.

6.5.4 CAR PARKING

The study area currently contains approximately 675 on and off-street public car parking spaces with the vast majority located on or within Hardwick Crescent. Of those car parking spaces, 123 are located on nearby Moyes Crescent.

A strong message from community and stakeholder engagement was that people value the free and convenient access associated with current car parking arrangements. However, there was also strong consensus that certain aspects of the current car parking arrangement do not function well, particularly within Hardwick Crescent, resulting in a fragmented and non-pedestrian-friendly layout.

A car parking survey completed on Thursday 20 March 2014 between 7:00 am and 7:00 pm found that the peak parking occupancy occurred at 12:00 pm with occupancy of approximately 84%. A secondary peak occurred at 4:00 pm (70% utilisation). This car parking survey excluded the car parking spaces on Moyes Crescent. An earlier car parking survey undertaken in September 2013 found that the Moyes Crescent car parking was significantly underutilised (**Table 6**).

Table 6: Car parking occupancy rates during peak weekday demand

CAR PARKING RESTRICTION	PEAK WEEKDAY DEMAND (%)
KIPPAX GROUP CENTRE (EXCLUDES MOYES CRESCENT)	
Disabled	91%
1P	88%
2P	90%
3P	96%
Unrestricted	75%
Park and Ride	80%
Other	100%
TOTAL	84%

NOTE: Typically, car parking demand in publicly available car parking areas greater than 85% for on-street car parking and 90% for off-street car parking represents a situation where drivers cannot easily find a car park.

Peak car parking utilisation of 85-90% is generally considered acceptable. Future population growth generated from Ginninderry and urban intensification will increase car parking demand for the centre. Given the car parking utilisation sits only 1% below what is considered acceptable for peak car parking utilisation, it is important for this master plan to identify ways to increase and improve car parking in the centre.

There may be potential to increase the capacity and efficiency of the existing public car parks by reconfiguring their layout and access arrangements. Reconfiguring the aisles to an east-west orientation may yield up to 20% increase in capacity and would enable better pedestrian movement.

Several existing pedestrian islands in the Hardwick Crescent car parks have raised kerbs that do not allow for an accessible path of travel, necessitating removal of car parking spaces to allow for shopping trolleys, prams etc. to pass through the car parking areas. Modifying the pedestrian islands in the Hardwick Crescent car parks to be accessibility compliant will likely yield a marginal increase in car parking supply.

There is also potential to improve the management of the available car parking through measures such as enforcing car parking restrictions, placing unrestricted or long stay car parking at the periphery of the centre and placing taxi, drop-off and short stay car parking closer to major attractors. Improved pedestrian access and safety from the peripheral car park areas can make these areas more attractive to use.

6.6 PUBLIC DOMAIN

6.6.1 STREETS AND PUBLIC SPACES

The centre has several existing key public spaces (**Map 27**). A number of these have excellent potential to offer inviting and attractive public spaces for residents and visitors.

Increased use of public spaces provides a sense of community and facilitates more diverse commercial opportunities, as there is more passing foot traffic.

Urban public spaces are generally most successful when they are surrounded by buildings whose edges allow activity inside the buildings to ‘spill out’ into public space.

Key public spaces in the centre are:

- The **central plaza** adjacent to the Kippax Library. This space is well located and contains several established trees, has a well-used children’s playground and is large enough to support a variety of uses. A moderate number of people walk through it. People who linger are usually children and carers using the playground and people waiting at the adjoining Kippax Bus Station. The central plaza has some interface with active frontages, however almost no building interfaces offer spill over activity. The Kippax Bus Station to the south of the central plaza generates a degree of activity, however it detracts from amenity due to noise and vehicle movements, and leaves an open southern edge to the central plaza, which dilutes its intensity.

- **Hardwick Crescent east** is a north-south street which serves Kippax Fair and other retail along the eastern edge of the street. The central plaza divides the northern and southern ends of the street resulting in a local access role and relatively calm traffic environment. The southern end of the street is less active due to the lack of activity generating land uses and the inactive edge of the Kippax Fair building.
- The **park** to the rear of the centre is generally poorly used and has poor building interfaces. However, it is noted that the existing skate ramp within this park is regularly used and highly valued.
- The **courtyard** and other spaces between Kippax Fair and the former Kippax Health Centre building are poorly used.
- The existing **Holt District Playing Fields** to the east of the Kippax Fair shopping centre are well used during sporting events, however they are poorly connected to the centre.

6.6.2 ACTIVE FRONTAGES AND ACTIVITY

Active frontages to the existing buildings are present at several locations within the centre, especially along the middle section of Kippax Fair and on the independent retail strips on Hardwick Crescent west. Inactive frontages are present on several long sections of Kippax Fair. Most buildings outside the retail core area are set back from the street and do not present an active frontage to the street (**Map 28**). The majority of shops in the centre are open during the day only, resulting in less after hours and weekend activity.

Current night-time uses within the centre are predominantly associated with the existing playing fields, supermarkets, restaurants and licensed clubs. While these uses provide some night-time activity, their locations result in dispersed areas of focus, leaving some spaces feeling isolated and unsafe after hours.

6.6.3 OPEN SPACE

The existing open space network mainly consists of the existing Holt District Playing Fields.

The master plan offers the potential to improve the interface by providing a pedestrian connection through the centre.

The existing Holt District Playing Fields are located upstream of Ginninderra Creek and incorporate water sensitive urban design features that assist with managing water quality and overland flows and function as part of a wider catchment management strategy (**Map 29**).

A strong theme emerging from Stage 2 of community engagement was that many people would like to see more shade trees planted within the centre, particularly along the western facade of Kippax Fair, within surface car parking areas and along pathways. Deciduous tree plantings are most suitable in these situations as they offer summer shade and access to winter sun.

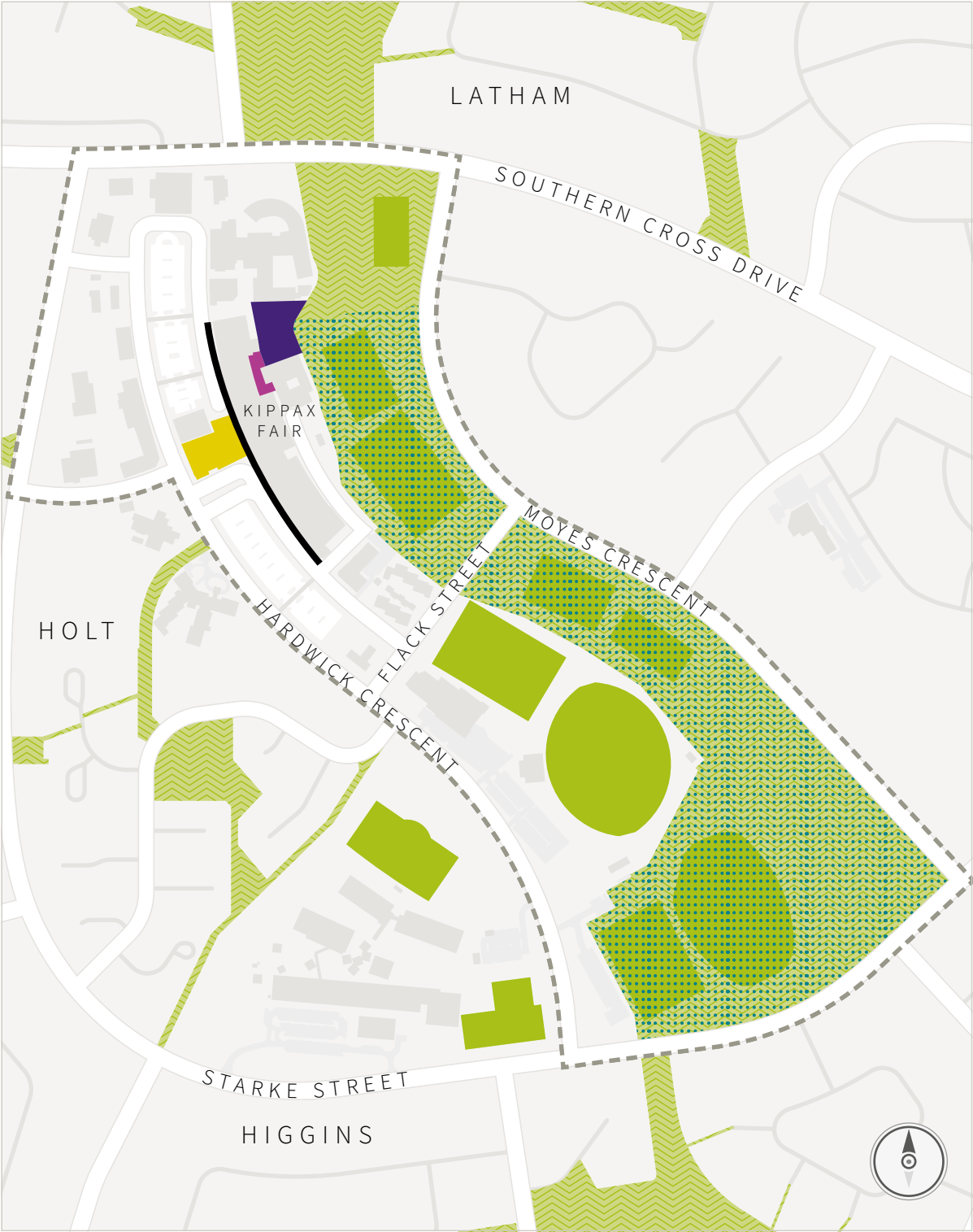
6.6.4 LANDSCAPE CHARACTER

Despite being urbanised, the centre has a good variety of exotic and native tree species that provide valuable shade, cooling and aesthetic benefits.

The main commercial area contains a combination of exotic (mostly deciduous) and native trees, generally planted in formal, linear arrangements.

The existing Holt District Playing Fields are dominated by native tree species. They are generally planted in informal arrangements and clustered around the periphery of the playing fields and along the grassed floodway. Groups and rows of trees mark the extent of many individual playing fields, creating a sense of enclosure and resulting in a unique and attractive landscape character.

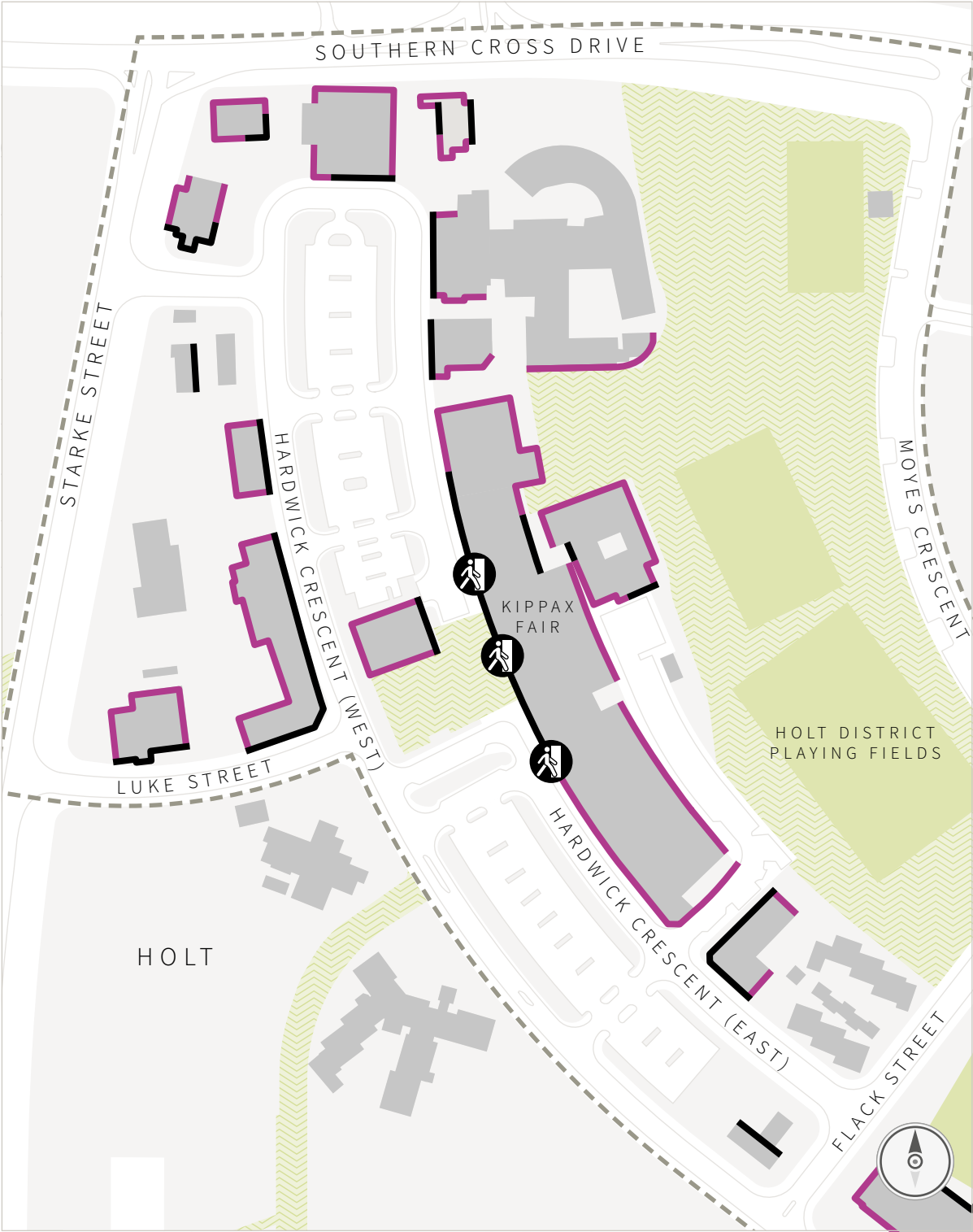
Map 27: Existing key public spaces



LEGEND

- | | | |
|--|--|---|
|  CENTRAL PLAZA |  THE COURTYARD |  PUBLIC SPACES |
|  HARDWICK CRESCENT EAST |  HOLT DISTRICT PLAYING FIELDS | |
|  THE PARK |  OVALS | |

Map 28: Existing active frontages



LEGEND

- ACTIVE FRONTAGES
- INACTIVE FRONTAGES
- MAIN BUILDING ENTRY

Map 29: Existing open space network



LEGEND

- | | |
|--|--|
|  SWALE |  OVALS |
|  OVERLAND FLOW PATH |  PUBLIC OPEN SPACES AND PARKS |
|  GROSS POLLUTANT TRAP |  STANDS OF TREES |
|  ENCLOSED OVALS |  UNDERPASS |

6.7 BUILDING DESIGN AND HEIGHT

The buildings in the Kippax group centre core precinct were constructed in the 1970s and have a look and feel that is reflective of that era. Kippax Fair provides the main retail and commercial offering within the centre and is distinguished by its wide awnings, solid columns and active and dual frontages onto Hardwick Crescent. This architectural theme is reflected throughout much of the building design within the centre.

As illustrated in **Map 30**, the majority of buildings within the centre are one to two storeys that front Hardwick Crescent or the existing Holt District Playing Fields. A three storey mixed-use residential building, that combines commercial and retail uses on the ground floor and apartments above, is located in the north-east of the study area, adjacent to Hardwick Crescent. This is currently the tallest building in the centre.

The future design of the lower storeys of buildings has been carefully considered through the master planning process. Lower storeys influence the character and amenity of the streets and public spaces. New development should provide shade and shelter for pedestrians, provide active uses at the ground floor, consider the relationship with surrounding development and landscape, and consider shadowing onto public spaces.

Any proposed increases to building heights and mass made by this master plan will consider:

- compatibility with the built form and context of adjoining buildings
- retaining an appropriate scale and relationship with the established streetscape
- providing a transition to lower density residential and areas of open space
- visual impacts from surrounding areas, and
- avoiding adverse impacts on solar access to public spaces and existing buildings.

In its present form, the centre does not have a well-defined built form hierarchy and the Holt Precinct Code, which includes the Kippax group centre, currently provides no controls in this regard. This master plan recommends revisions to the Holt Precinct Code to ensure future development is undertaken in a manner that achieves a defined 'desired character' for the centre as a whole.

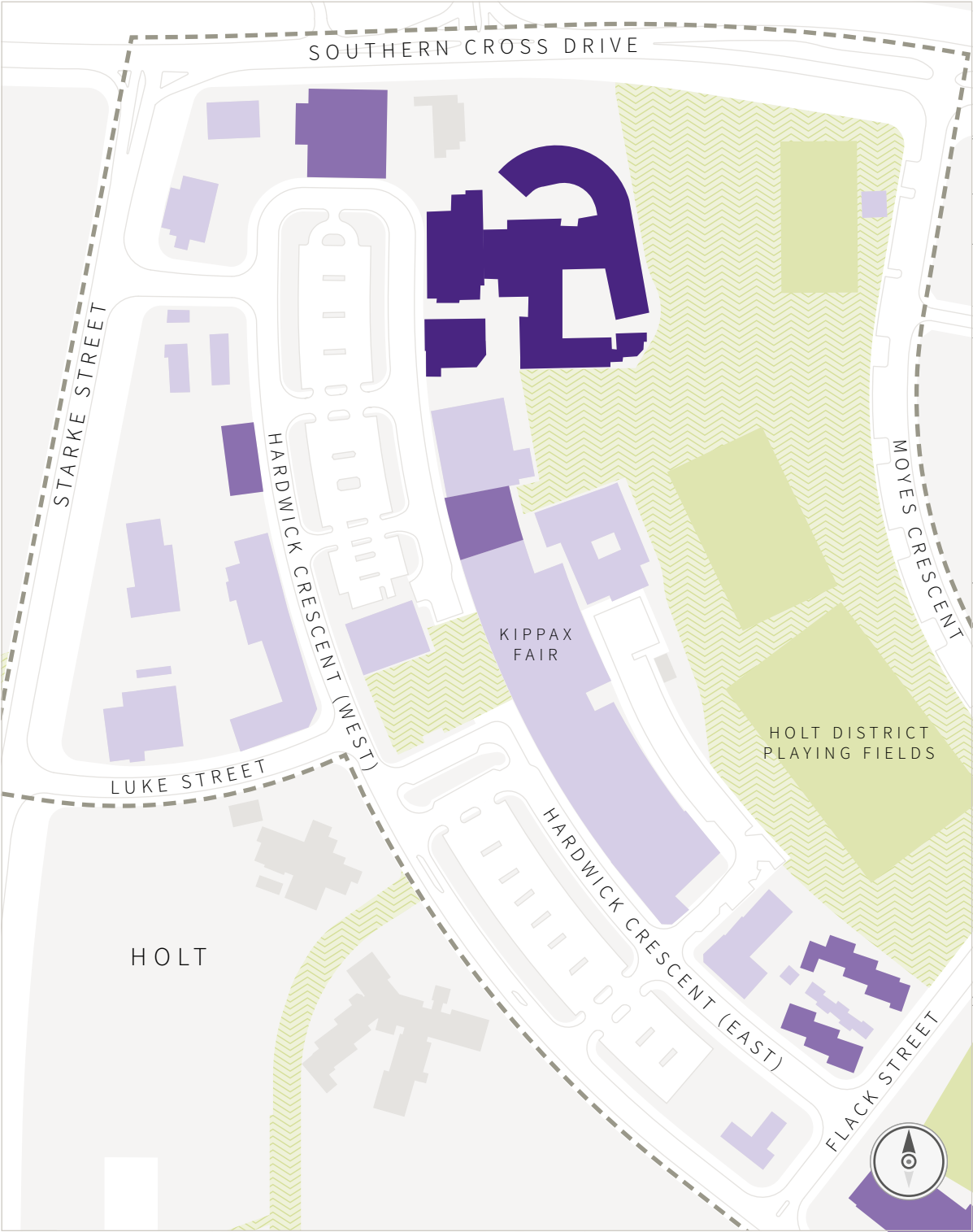
6.8 PUBLIC SAFETY

An assessment of community safety was undertaken in August 2015 as part of this master planning process. The assessment involved the analysis of crime statistics for Holt in 2014–15 and site visits at different times of day and night to assess how the centre performs from a community safety perspective. The assessment identified a number of issues including:

- a general sense that the centre feels rundown and many public and semi-public areas are dark and poorly maintained
- while there are a number of evening uses within the centre, they are currently dispersed and offer limited opportunities for passive surveillance
- there are dark and isolated pedestrian routes and underpasses leading to nearby suburbs, and
- large shrubs around Hardwick Crescent car parks limit visibility and sightlines.

Within the retail core, areas adjacent to the former Kippax Health Centre building and inactive frontages on the eastern and southern sides of Kippax Fair are considered to be of particular concern due to poor passive surveillance, limited lighting and the potential for entrapment.

Map 30: Existing building heights



LEGEND

- 3 STOREYS
- 2 STOREYS
- 1 STOREY

As the residential and employment population in the centre increases, demand is likely to increase for a range of after-hours uses such as recreation and social activities and late night venues. To improve public safety in the centre, new development should:

- encourage night-time uses to locate within the centre to provide more consistent levels of activity and to provide passive surveillance
- ensure main pedestrian and cycle routes are well lit and have passive surveillance from adjacent development, wherever possible
- minimise disturbance from late night activity, especially at clubs and entertainment venues, on nearby residential areas, and
- provide alternative routes, away from underpasses wherever possible, to ensure pedestrians and cyclists are not required to use an underground route.

6.9 ENVIRONMENTAL SUSTAINABILITY

Sustainability is critical to the built environment. ACT Government policies and strategies provide guidance for integrating sustainability measures into our urban environment. The following key sustainability measures are to be considered in the master plan and its implementation.

6.9.1 RESPONDING TO CLIMATE CHANGE

Master plans provide opportunities to respond to climate change at a place-specific scale. This takes two forms:

- Mitigation-reducing greenhouse gas emissions by minimising use of fossil fuels (towards net zero emissions by 2045) for transport and the heating and cooling of buildings. Measures such as increasing energy efficiency helps this transition. Refer to Energy section below.
- Adaptation-taking actions to reduce vulnerability to the risks from climate change impacts. This will help our city and community become more resilient when extreme events occur (like heatwaves, droughts, storms with flash flooding and bushfires).

6.9.2 REDUCING RESOURCES CONSUMPTION AND ENVIRONMENTAL HARM

- Reduce the amount of land used for the growing city through urban renewal and intensification.
- Reduce the amount of energy and emissions by investing in renewable energy and installing energy efficient lighting.
- Reduce the amount of potable water used by harvesting, storing and using rainfall.
- Reduce flash flooding by increasing permeable pavements and harvesting stormwater to water vegetation (e.g. rain gardens, tree passive irrigation, kerb design).
- Conserve significant landscapes with key features and components, including key views and vistas.
- Increase wildlife biodiversity by increasing habitat connectivity
- Improve air quality and remove pollutants by increasing the quantity of trees and shrubs beside emission sources.
- Reduce urban heat (see measures below).

6.9.3 REDUCING URBAN HEAT

An urban heat island is a metropolitan area which is significantly warmer than its surrounding areas. The main cause of the heat island effect is from the use of materials that store and radiate heat in to the surrounding areas such as concrete and bitumen.

Thermal comfort can significantly change the way we use outdoor areas. Urban environments, such as the Kippax group centre, contain significant areas of concrete and asphalt in the roads, car parks and footpaths. Mapping of surface urban heat in Canberra in February 2017 found that the Kippax group centre has temperatures of +2C to +4C above the mean land surface temperature. Higher temperatures may be acceptable in the cooler months, but some urban environments can become uncomfortable in summer and cause heat-related illness.

Reducing urban heat in the built environment can be achieved by using:

- light coloured and low thermal mass building materials
- trees with high levels of shade, particularly in summer
- permeable surfaces to let rain into the ground
- watered grass and water features, and
- plants on roofs and walls (e.g. roof gardens, climbers).

6.9.4 BETTER BUILDINGS

- Improve the design and construction of buildings, to be fit-for-purpose for the future climate ('climate wise' for the life of the building or at least 50 years), including passive heating and cooling (orientation, insulation, air sealing and ventilation), high heat, extreme winds and intense rain.
- Ameliorate the microclimate impacts of buildings by their siting and design as well as in the surrounding surface treatments and landscape.
- Increase diversity in housing types to meet lifestyle choices and adaptability of design and construction to suit whole-of-life needs.

6.9.5 PLANNING AND DESIGN FOR SAFE AND PLEASANT PLACES

- Improve microclimate year round (less temperature extremes and less wind) through site design and choices in materials (reflective roofs, light-coloured building materials and low thermal mass) and use of vegetation and water.
- Increase amenity and comfort in outdoor places (playgrounds, pathways, plazas and parklands) by including seats, drinking fountains with water bottle recharge taps, and microclimate improvement through shade and shelter.

- Design the public domain to be fit-for-purpose in the future climate, that is 'climate wise' for the life of the asset (at least 50 years), reducing the risks from extreme events of storm winds, flash flooding, urban heat, drought and bushfires:
 - > Reduce storm damage by choice of tree species (also affected by quality of growing conditions and maintenance).
 - > Reduce flash flooding and sub-catchment run-off by reducing quantity of impermeable surfaces and detaining water flow.
 - > Reduce drought impacts by harvesting and use of rain and stormwater.
 - > Reduce bushfire risk by reducing fire fuel (from the ground to the tree crown) and use less flammable plants beside buildings.
 - > Plan for more than one route in and out of the centre with emergency services access to public spaces and buildings.

6.9.6 ENERGY

The ACT Sustainable Energy Policy 2011–2020 stated objectives are to achieve reliable and affordable energy, smarter use of energy, cleaner energy and growth in the clean economy.

A district energy system could contribute to achieving these objectives and could be commercially viable with a commercial/residential development or expansion. District energy systems produce electrical energy locally and use 'waste heat' from electricity generation to heat and cool buildings.

Electricity and/or thermal energy is generated close to where it is used. Energy systems such as co-generation (electricity and heat) or trigeneration (electricity, heat and cooling) need the combination of commercial and residential uses to be efficient as the load for commercial is during the day and the load for residential is generally out of hours. The use of such energy systems can achieve social, economic and environmental benefits.

New commercial and residential development and/or redevelopment in the centre has the potential to incorporate such sustainable initiatives to improve centre's sustainability.

6.9.7 WATER

Water is an important natural resource that is under significant pressure from population growth and climatic conditions. There is also a need to reduce broader social, economic and environmental costs associated with potable water distribution.

The existing Holt District Playing Fields are situated alongside a major overland flowpath. For the main part the flowpath takes the form of swales or open channel impervious floodways. The floodways channel water downstream towards a detention basin north of Southern Cross Drive, where it subsequently flows into Ginninderra Creek.

The flowpath presents a significant opportunity to create landscape amenity or habitat zones such as wetland areas or ponds, or opportunities for community gardens.

Drainage of the existing Holt District Playing Fields is inadequate in certain locations, resulting in waterlogged playing surfaces. A background report on flooding in the Kippax group centre prepared for the master plan has made several recommendations for improving storm water management.

A background report on flooding in the Kippax group centre, prepared for the master plan, recommended a number of mitigation options for potential flooding risk including:

- regrade the trap low point at the Starke Street underpass
- clear out and regrade the overgrown vegetated swale from the Starke Street underpass, running parallel with Starke Street
- construct a detention basin with an inlet into the existing stormwater network on the corner of Flack Street and Moyes Crescent
- regrade the existing grassed swale downstream of the Flack Street underpass, and
- investigate the purpose of the detention basin downstream of Southern Cross Drive and lower the detention basin embankment by up to 1 metre if possible.

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