



Communication Link

# District planning consultation

## ACT Planning System Review and Reform Project

15 November 2021

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# 1. Executive Summary

The ACT Planning System Review and Reform project is working to incorporate a new layer of planning into the planning system – district planning.

The introduction of district planning will provide a mechanism for the unique features of Canberra's eight districts and individual district-level priorities to be better reflected in the growth and development of Canberra.

The ACT Government, through the Environment, Planning and Sustainable Development Directorate (EPSDD) sought contributions from Canberrans to support the development of district level strategies. To gather feedback a community consultation process was conducted between 17 May and 25 July 2021. Communication Link was engaged to facilitate these consultation activities. This report provides an outline of the feedback received during this consultation process.

Feedback was gathered through eight district workshops and an interactive place-based feedback tool on the ACT Government's YourSay page.

A total of 419 people provided feedback during consultation, generating over 2,500 contributions. A contribution represents a single idea, suggestion or piece of feedback. Individuals may have provided several contributions at either the workshop or through YourSay. In undertaking the analysis of the consultation feedback, each contribution has been considered independently.



419 total contributors



2558 total participant contributions

Feedback from the community have been grouped into four broad areas – environment, infrastructure and transport, building and housing, and community amenity.



**Figure 1.** Summary of consultation feedback themes

While the broad themes reflect district-level aspirations that are common across Canberra's eight districts, each district has unique aspects and particularly significant sites that are outlined in section 5.



In addition to feedback to inform the development of district-level planning, the community provided general feedback about other priorities for their districts – much of this feedback relates to the work of other areas of government. This feedback has been briefly summarised in section 5.11.

In this report, Communication Link has offered several recommendations for consideration by EPSDD. These include providing an opportunity for the community to have continued input to the development of district planning, perhaps through consultation on draft district strategies. It is also noted that future consultation on district planning should seek to increase the diversity of participation.

Planning is complex; and in the ACT planning has always been of particular importance and interest to our local community. This consultation program attracted considerable community interest, including discussion and debate amongst Community Councils and in the local media. Participants across all workshops and the YourSay activities were respectful, constructive and collaborative in the provision of feedback to support the development of district planning in the ACT.



## 2. Background

### 2.1 Planning review

Since 2019 the ACT Government have been reviewing the ACT planning system seeking to create a system that is accessible and easy to navigate and encourages participation in planning.

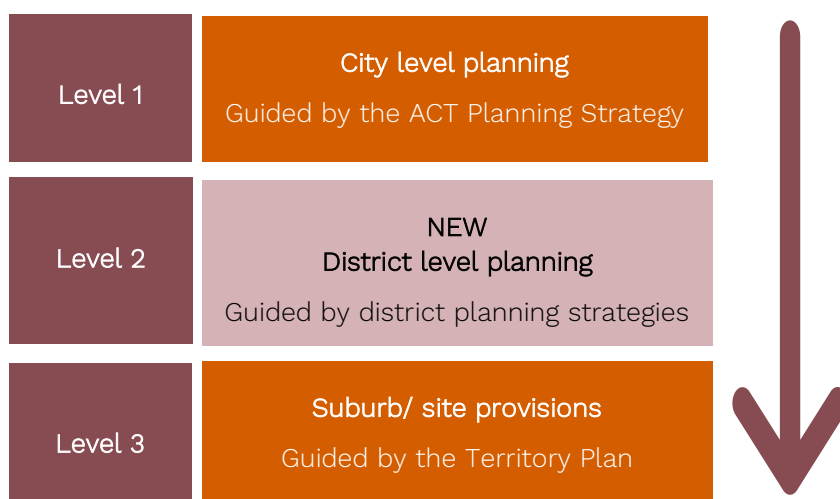
The ACT Planning System Review and Reform Project is an extensive program of work being delivered through the Environment, Planning and Sustainable Development Directorate (EPSDD). Work to date has involved:

- Consultation with the community, including stakeholder workshops held in May 2019, engagement on the Canberra Wellbeing Indicators and the YourSay Community Panel Places and Spaces survey
- Benchmarking elements of the ACT planning system against other national and international planning systems
- Technical work to explore changes that could create an improved planning system for the ACT.

Outcomes of the work to date has informed the development of a series of policy direction papers which are provided on the EPSDD planning website.

### 2.2 District planning

Based on consultation and reviews, the ACT Government is working to incorporate a new level of strategic planning into the planning system - district planning, creating three levels which inform planning in the ACT.



**Figure 2.** ACT Planning System structure incorporating district level planning

District planning is intended to provide more planning guidance at a district area level and allow for the distinctive character of each district to be better reflected in planning outcomes. This will be achieved through the development of district strategies.

District strategies are anticipated to include:

- Direction for growth and change across each district of the ACT
- Strategic maps
- Articulated values and important attributes of the district
- Proposed directions for potential improvements and changes

District planning will be undertaken for each of the eight urban districts in the ACT.



As the city grows and changes in response to overarching planning outcomes directed through the ACT Planning Strategy, the district strategies will play a role in shaping the planning outcomes at a district level.

Community feedback obtained through this consultation will guide the development of the district strategies as a planning tool, while also directly informing the specific aspects of each district's strategy.

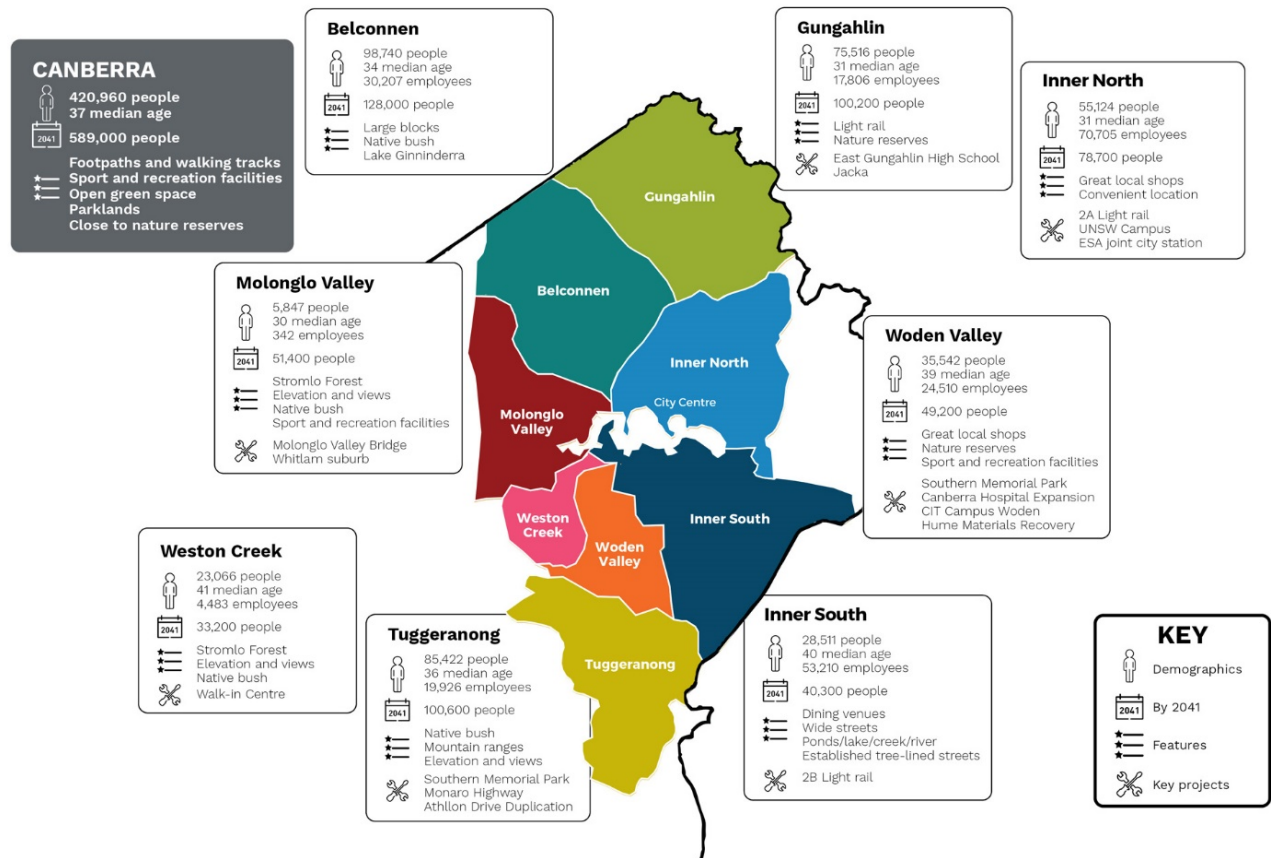


Figure 3. Canberra's districts



## 3. Consultation approach

### 3.1 Objective

To support the development of a new layer of district planning, the ACT Government sought to engage with community members in each of the eight districts across the ACT. Communication Link was engaged to deliver eight districts workshops which were supported by an online opportunity to provide feedback in a manner that replicated the workshop activities.

The objective of these community feedback activities was to:

*‘Gather feedback from the community to inform district planning as part of the ACT Planning System Review and Reform project.’ This feedback was obtained by seeking to understand:*

- *how the community would like change to look in their district, as the government moves towards implementing the ACT Planning Strategy*
- *in what location the community would like to see that change occur.*<sup>1</sup>

In keeping with this objective, this report summarises feedback from the community about what people wish to see happen in their individual districts, highlighting areas of particular importance to the community, as well as drawing conclusions about trends across all districts.

### 3.2 Promotional channels

The district planning engagement program was launched on 17 May 2021.

The ACT Environment, Planning and Sustainable Development Directorate (EPSDD) managed the promotion of the consultation program and encouraged participation in the workshops through several channels:

- Through the ACT Planning System Review and Reform page of the [YourSay](#) website. This page received 12,520 views during the consultation period from 5,422 unique visitors.
- Social media campaigns, through both the EPSDD channels as well as the social media channels of the Chief Minister, Treasury and Economic Development Directorate. Each district workshop was promoted individually, as well as an overarching campaign promoting the engagement and online options to participant. District workshop posts experienced a reach of over 38,000 between 20 May and 17 June. Six general posts over the consultation period attracted a reach of over 73,000.
- Direct email to each Community Council and more than 50 community and sporting organisations encouraging them to share the information about the workshops.
- ACT Government media releases and associated coverage.

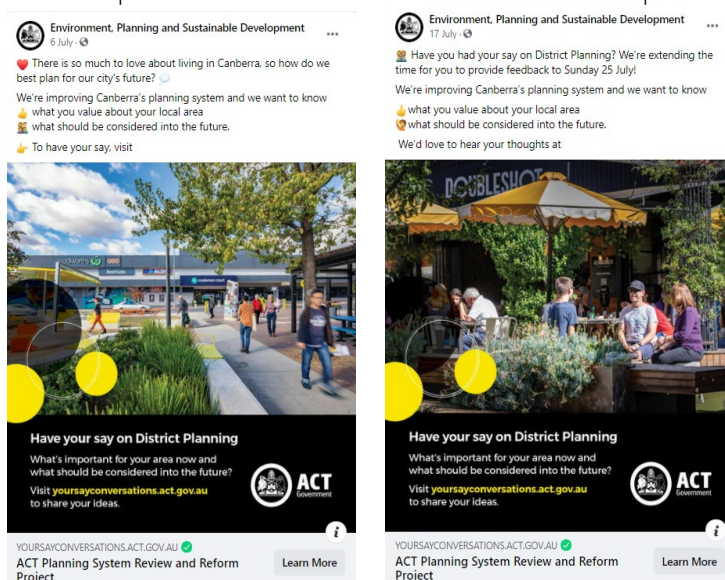


Figure 4. Example of EPSDD social media posts

<sup>1</sup> Source: Communication Link presentation given at each District Workshop.



### 3.3 Consultation activities and approach

Consultation on district planning extended from 17 May to 25 July 2021. Canberrans had several ways to provide input to the development of district planning for their area of Canberra:

- Attend a district workshop in person
- Join a district workshop online
- Provide feedback through the YourSay online platform

This report reflects the feedback provided across all these avenues.

The provision of three different ways to participate in the consultation was designed to enable more people to participate. The YourSay online platform also compensated for capacity limits resulting from COVID 19 related venue restrictions and online workshop capacity limits.

#### 3.3.1 Capturing feedback

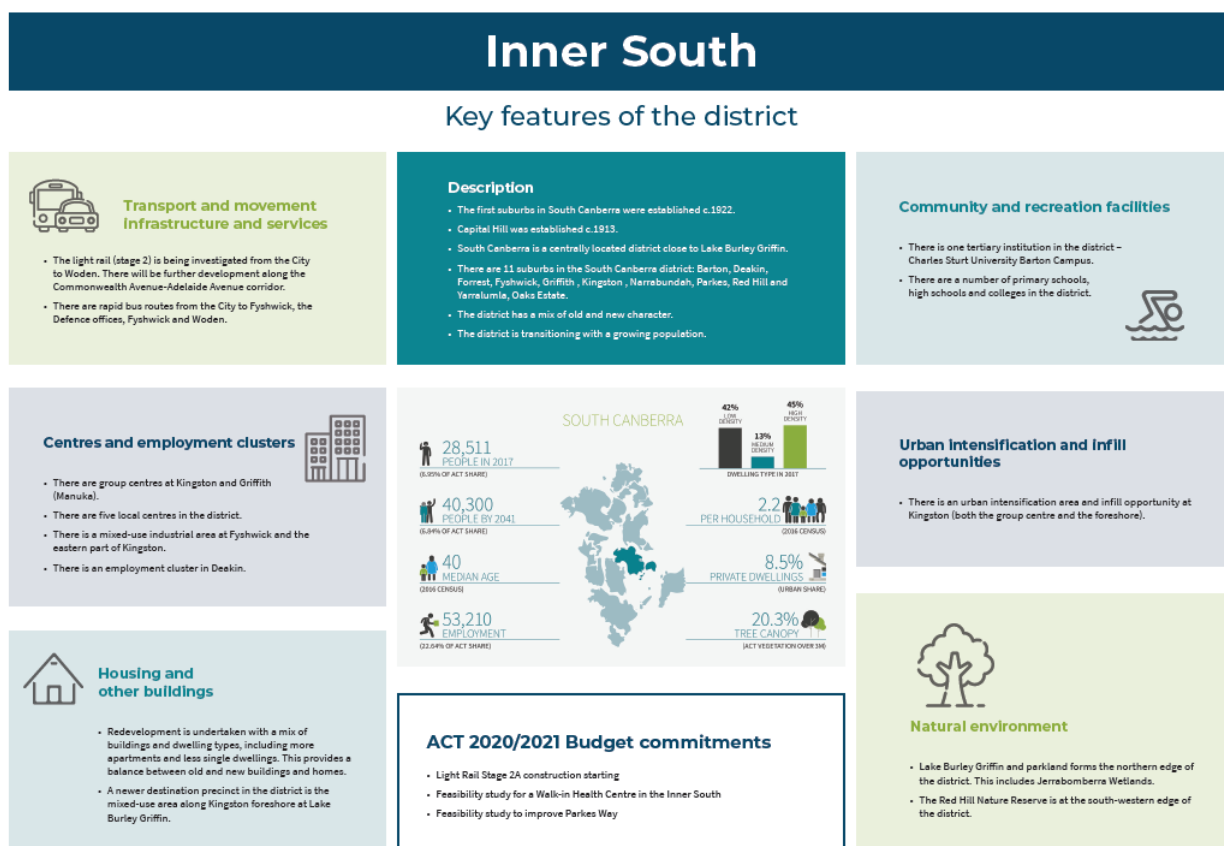
Across each of these consultation activities a similar approach was adopted, to provide as consistent an experience as possible and to simplify the process of capturing feedback. The following activities and feedback tools were adopted:

- A **context setting presentation** to provide a general overview to participants of the ACT Planning System Review and Reform Project and the proposed role of district planning. This presentation was given in person by a representative of EPSDD for the in-person and online workshop participants, and was available for viewing on YourSay for those providing online feedback.
- An **opportunity to ask questions** to ensure clarity of understanding of district planning.
- An **overview of the district's key features**, which included a description of existing community and recreation facilities, content about transport and infrastructure, housing and the natural environment. An example of the summary is shown at figure 5.
- **District-level maps** were provided at each workshop and online to foster informed discussion. Maps provided included:
  - Land-use maps
  - Natural environment maps
  - Consolidated maps showing existing and future transport corridors, local, group and town centres and key employment clusters
- **Worksheets to capture feedback.** These worksheets featured a district-level map to allow the community to highlight areas on the maps to which their feedback related. To facilitate discussion these worksheets were themed to reflect the themes identified in the ACT Planning Strategy 2018 – liveable; diverse; accessible; compact and efficient; sustainable and resilient. That is, there were five worksheets for each district, with a prompting question relation to each of the themes. Copies of the completed worksheets can be found at appendix 1. During the workshops participants were encouraged to move around the room to reflect on each of the five Planning Strategy themes and provide feedback on the associated worksheets.
- **Sticky dots** were provided to in-person workshop participants to save time and space on worksheets; if the participant thought a point was well-made and was similar to something they were going to write on the worksheet, they could place a sticker next to the point, rather than rewrite it.
- A **listening report** was produced for each of the district workshops to provide a summary of the key themes arising from each of the workshops. A copy of these listening reports can be found at appendix 4

The district workshops incorporated both in-person and online participants who joined the meeting via Zoom and provided their feedback across the five worksheets using the digital platform Mural. The online and in-person workshop participants were integrated through the facilitator engaging across



both mediums and all completed worksheets (either digital or hardcopy) being presented to both online and in-person participants as part of the workshop summary.



**Figure 5.** A copy of the Inner South district key features summary which was provided to workshop participants. One was provided for each district.

### 3.3.2 Workshop feedback

At the conclusion of each workshop, in-person and online participants were invited to complete a quick online survey to provide feedback on the workshop activities. This feedback is useful to understand if the workshop process was an effective means of gathering community feedback.

Across the 186 workshop participants 76, or 41 per cent, of participants completed the online survey. The feedback from these survey respondents showed that:

- 96 per cent of respondents found the workshop ‘very easy’ or ‘easy’ to participate in.
- Around half of respondents (51%) were not confident that their feedback would impact the district planning process.
- Respondents were asked to rate on a scale of 1 – 10 how much they agreed with a range of statements (where 10 was wholly agree) the results were:
  - Participants felt they were heard (average 7.6)
  - Participants largely felt they had enough information to complete the work (average 6.4)
  - Participants felt respected and valued (average 8.2)
  - The process encouraged participants to work effectively and collaboratively (average 7.4)
  - People didn’t feel pressured to come to agreement with others (average 1.7)
  - Participants felt the structure of the workshop suited the purpose (average 6.9)
  - Participants felt the workshop was well organised (average 7.8) and well facilitated (average 8.2)



- Survey respondents were also asked to provide suggestions on what could be done to improve the process. Figure 6 shows some of the responses to this question.



**Figure 6.** A sample of suggestions from participants on how to improve the workshop process.

## 4. Participation

This section outlines the participation by Canberrans across the workshops and the online YourSay. It describes both the number of participants as well as the number of contributions made. A contribution represents a single idea, suggestion or piece of feedback. Individuals may have provided several contributions at either the workshop or through YourSay. In undertaking the analysis of the consultation feedback, each contribution has been considered independently.

The following points should be noted about participation:

- A small number of people attended more than one district workshop
- There are a small number of YourSay responses that appear to have been directly replicated across more than one district

Workshop participation required pre-registration, which was managed by EPSDD. The Inner South workshop was over-subscribed. Due to COVID 19 venue capacity restrictions and online workshop capacity limitations, not all those who registered could attend. A random ballot was held to allocate places at this workshop.

### 4.1 Workshop participation

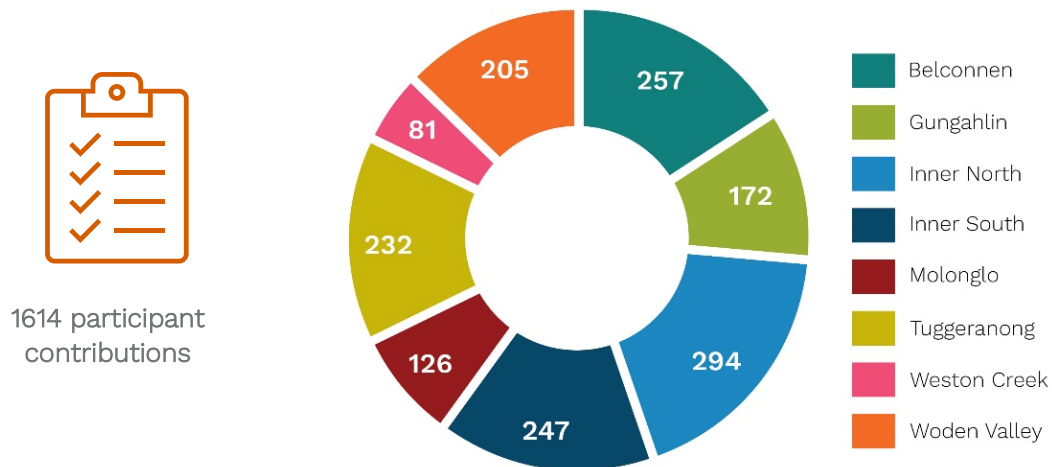
Workshop participation numbers varied by district, with higher participation numbers for workshops in Woden Valley, Inner North, and Inner South, and lower participation numbers for the Weston Creek workshop.



**Figure 7.** Workshop participant numbers by district



## Workshop participant contributions by district

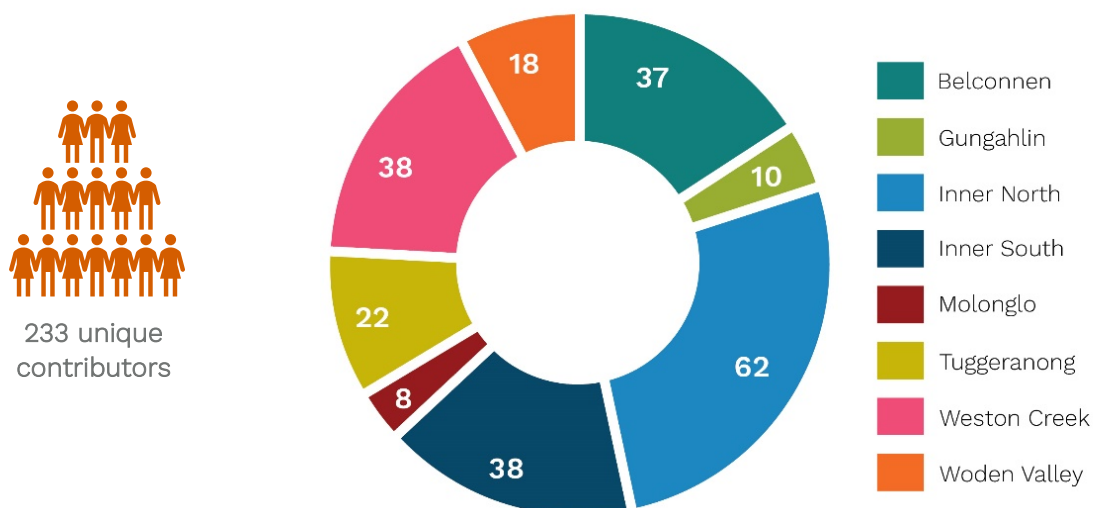


**Figure 8.** Workshop participant contributions by district

## 4.2 YourSay participation

YourSay participation numbers varied by district, with higher participation numbers from Inner North and lower participation from to Molonglo and Gungahlin.

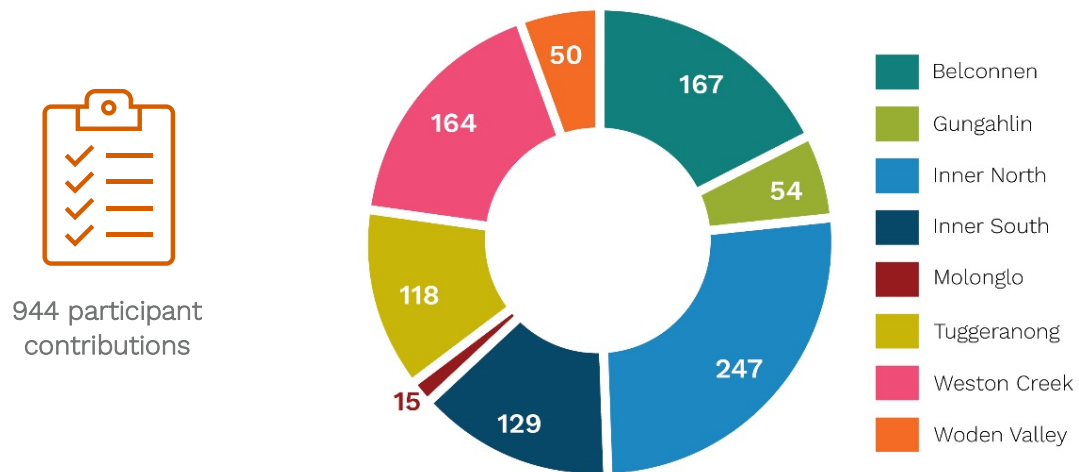
## YourSay feedback contributors by district



**Figure 9.** YourSay feedback contributors by district












## YourSay participant contributions by district



**Figure 10.** YourSay participant contributions by district

## 4.3 Participation mapping

**Table 1.** Summary of participation and contribution by district

	Workshop date 	Workshop in-person contributors 	Workshop online contributors 	Workshop contributions 	YourSay contributors 	YourSay contributions 	Total Contributors 	Total contributions 
Belconnen	10 June 2021	18	4	257	37	167	59	424
Gungahlin	15 June 2021	16	3	172	10	54	29	226
Inner North	24 June 2021	25	6	294	62	247	93	541
Inner South	3 June 2021	27	3	247	38	129	68	376
Molonglo	1 June 2021	17	1	126	8	15	26	141
Tuggeranong	22 June 2021	22	4	232	22	118	48	350
Weston Creek	10 June 2021	8	0	81	38	164	46	245
Woden	17 June 2021	32	0	205	18	50	50	255



## 5. Consultation outcomes

In planning the consultation program and associated feedback activities, it was decided to use the five themes established in the 2018 ACT Planning Strategy as a basis for discussion. The five themes were therefore reflected across the workshops and YourSay feedback worksheets.

During the consultation workshops, the five themes were questioned by the community, and analysis of the feedback has found that community feedback is not focussed on those themes. Based on the feedback analysis, Communication Link has grouped the feedback into the following four topic areas:







- Environment
- Infrastructure and transport,
- Building and housing, and
- Community amenity.

16 themes stood out across the responses provided by participants. Themes were prioritised differently across districts, and not all themes were represented in each district. The themes are discussed as they related to each district in sections 5.3 – 5.10.

Table 2 summarises the themes across Canberra. Table 3 shows the themes as they appeared in each district.

### 5.1 Feedback themes across Canberra

**Table 2.** Summary of feedback themes from the consultation

<b>Foot and cycle paths</b> 	<ul style="list-style-type: none"> <li>• Connected foot and cycle paths networks, supporting interchange between transport modes</li> <li>• Upgraded and accessible, paths</li> </ul>	<b>Open green space</b> 	<ul style="list-style-type: none"> <li>• Protection and activation of reserves and green corridors particularly in areas of housing density</li> <li>• Maintain views of hills and ridges</li> </ul>
<b>Urban density</b> 	<ul style="list-style-type: none"> <li>• Urban density to be located near commercial centres and complemented by green spaces</li> <li>• Concerns about high volumes, tall buildings, and development quality</li> <li>• Prevent negative impacts of densification on infrastructure and services</li> </ul>	<b>Education facilities</b> 	<ul style="list-style-type: none"> <li>• Better connect planning and education to ensure capacity in response to increased residential densities</li> <li>• Supported by connection to public transport, roads, and active travel options.</li> </ul>
<b>Public Transport</b> 	<ul style="list-style-type: none"> <li>• Increased connection, frequency, sustainability, and utilisation of public transport network</li> <li>• Mixed views on light rail</li> </ul>	<b>Trees and plantings</b> 	<ul style="list-style-type: none"> <li>• Increased street tree and under growth planting to support wildlife and improve urban cooling</li> <li>• Developing urban/ micro forests</li> </ul>




<b>Employment and retail precincts</b> 	<ul style="list-style-type: none"> <li>• Opportunities to revitalise and enhance shopping precincts and amenities</li> <li>• Desire to increase employment opportunities in urban centres</li> </ul>	<b>Housing diversity</b> 	<ul style="list-style-type: none"> <li>• Ensure diversity of housing including public housing, affordable housing, aging in place and family homes.</li> </ul>
<b>Environmentally friendly</b> 	<ul style="list-style-type: none"> <li>• New buildings should be made to high environmental standards</li> <li>• Importance of solar access in higher density living.</li> <li>• Buildings should be integrated with natural spaces</li> </ul>	<b>Playgrounds and recreation spaces</b> 	<ul style="list-style-type: none"> <li>• Renewal and activation of existing playgrounds and sporting areas, and facilities</li> </ul>
<b>Community spaces</b> 	<ul style="list-style-type: none"> <li>• Renewal and activation of existing spaces.</li> <li>• Creation of new public spaces including cultural and religious facilities, meeting, volunteer, and event spaces</li> <li>• Accessible and supporting needs of all age groups</li> </ul>	<b>Parking</b> 	<ul style="list-style-type: none"> <li>• Concerns about loss of parking</li> <li>• Recommendations for additional parking locations such as park and ride</li> <li>• Planning for new developments to ensure suitable parking within the development</li> </ul>
<b>Roads</b> 	<ul style="list-style-type: none"> <li>• Reduced congestion, traffic calming and increased safety from road networks</li> </ul>	<b>Inclusivity</b> 	<ul style="list-style-type: none"> <li>• Integration of, and education about diverse groups including disability, CALD, Indigenous, religious, and various age groups.</li> <li>• Inclusive community facilities</li> </ul>
<b>Water sensitive design</b> 	<ul style="list-style-type: none"> <li>• Monitor and manage water quality</li> <li>• Increased amenity at water-front locations</li> </ul>	<b>Significant places</b> 	<ul style="list-style-type: none"> <li>• Sites that require planning to preserve and enhance their significance</li> </ul>

## 5.2 Feedback themes mapped by district

Table 3 summarises which themes appeared as key areas of feedback from each district. Where a theme has not been indicated as arising within a district, this does not mean it was not raised at all – rather that it was not as prominent as other areas of feedback. Further discussion of the areas of feedback from each district is provided in section 5.3.

Open green space; foot and cycle paths; public transport; urban density; playgrounds and recreation spaces; and employment and retail precincts were themes that appeared consistently as key areas of feedback from all districts.

**Table 3.** Feedback themes mapped by district

	Category								
		Belconnen	Gungahlin	Inner North	Inner South	Molonglo	Tuggeranong	Weston Creek	Woden
Open green space	Environment	✓	✓	✓	✓	✓	✓	✓	✓
Trees and plantings		✓		✓	✓			✓	✓
Water sensitive design		✓	✓	✓					
Foot and cycle paths	Infrastructure and transport	✓	✓	✓	✓	✓	✓	✓	✓
Public transport		✓	✓	✓	✓	✓	✓	✓	✓
Roads			✓	✓	✓	✓	✓	✓	✓
Parking		✓		✓	✓		✓		✓
Urban density	Building and housing	✓	✓	✓	✓	✓	✓	✓	✓
Environmentally friendly		✓		✓	✓	✓	✓	✓	✓
Significant places				✓	✓				✓
Housing diversity					✓			✓	
Playgrounds and recreation spaces	Community amenity	✓	✓	✓	✓	✓	✓	✓	✓
Employment and retail precincts		✓	✓	✓	✓	✓	✓	✓	✓
Community spaces		✓		✓		✓		✓	✓
Education facilities		✓	✓	✓	✓	✓			
Inclusivity		✓		✓	✓		✓		✓






## 5.3 Belconnen feedback

Community feedback about Belconnen is outlined below across each of the four topic areas. Within each topic area, the feedback is listed in order of most common feedback to less common.


Playgrounds, recreation spaces, and connected paths were of particular interest to Belconnen participants. They desired revitalisation and activation of their local parks, and for this to be supported by a remediated and expanded network of paths for active travel.

There were mixed views relating to densification and development, with suggestions around how to improve dense development areas, and feedback that densification was preferred in areas closer to commercial areas.





### 5.3.1 Environment

<p>Open green space</p> 	<p>Participants highly valued open green space, both in terms of natural reserves, and shared green spaces within suburbs. Green space was seen as vital to habitability of suburban areas and was valued for the role it plays in supporting wildlife and suburban cooling.</p> <p>Green space was particularly desired near higher density areas, shops and walking distance from homes. Participants desired the views of surrounding hills and ridges to be maintained, without development or obstruction.</p> <p>It was felt that the planning system should encourage development and refurbishment of amenities within green spaces such as walking tracks, furniture, playgrounds, and picnic spots.</p> <p>Umbagog District Park was noted by participants as a place of significance, particularly with respect to indigenous heritage. It was suggested that should not be included in the urban intensification area, but should be preserved, restored, and better utilised.</p>
<p>Trees and plantings</p> 	<p>Participants valued attractive trees and plantings within the district to reduce climate change impacts and erosion while supporting wildlife, regeneration, and increasing canopy cover.</p> <p>Participants desired native vegetation, street trees, micro-forests, garden beds, green roofs, shrubs and understory vegetation near pathways and green corridors.</p>
<p>Water sensitive design</p> 	<p>Participants desired a greater focus on water sensitive urban design to manage run off, slow down water flow and create natural irrigation. Notably, participants suggested this was particularly required near the Kippax Centre.</p> <p>Participants suggested the planning system should encourage development of artificial wetlands in Belconnen to reduce erosion, protect water quality in areas such as Lake Ginninderra, and support the health of riparian wildlife.</p>



### 5.3.2 Infrastructure and transport

<p>Foot and cycle paths</p> 	<p>Belconnen residents value connection created by quality foot and cycle paths, enjoying walkable and people-oriented suburbs.</p> <p>Participants desired more planning to support Belconnen's path network, expanding it to increase connection with destination locations, facilitating active travel connections with other transport modes.</p>
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	<p>Belconnen participants also valued path safety and accessibility, seeking wider, upgraded paths, improved lighting and to cater for e-vehicles.</p> <p>Participants also desired an increased number of safe crossing locations across main roads.</p>
<b>Public transport</b> 	<p>Participants desired an improved public transport network for Belconnen, increasing connection within the district, and from Belconnen to other areas of Canberra.</p> <p>Participants desired planning consideration to increase utilisation of public transport in Belconnen and facilitate increased connection between other transport modes including walking and cycling.</p> <p>Some participants questioned the benefit of investing in a light rail network over electric buses.</p>
<b>Parking</b>   	<p>Participants valued sufficient space for car parking near areas of interest, within suburbs, and to better facilitate park and ride.</p> <p>Participants expressed mixed views about maintaining existing car parks or redeveloping them. It was suggested that if car parks were redeveloped, space for multi-story parking should be included in the development.</p> <p>It was suggested that planning consideration should be made for more wheelchair accessible spaces.</p>

### 5.3.3 Building and housing

<b>Urban density</b> 	<p>Participants felt that where possible, more dense urban areas should be located near commercial centres, and be complemented by parks and green spaces, leaving other suburban residential areas unimpacted.</p> <p>Concerns were expressed about high volume zones and tall buildings with low quality design and construction. Participants felt that design and heights needed to be carefully considered and building standards be amended to improve quality outcomes.</p> <p>Participants felt planning consideration was important to prevent negative impacts of densification on infrastructure and services such as water, sewerage, roads, education and health.</p>
<b>Environmentally friendly</b> 	<p>Participants felt that development and urban infill should be complementary to natural surrounds to soften harsh built environments.</p> <p>Participants also felt that consideration should be made to appropriateness of development locations in Belconnen, particularly in potentially flood prone areas, close to waterways, or on less secure slopes.</p> <p>Participants felt that development should ensure solar access and utilise eco-friendly building and design.</p>



### 5.3.5 Community amenity

<p>Playgrounds and recreation spaces</p> 	<p>The Belconnen community prioritised upgrade and renewal of playgrounds and sports ovals with enhanced facilities from drinking fountains, toilets, baby change, barbecues, sun protection and seating</p> <p>Participants expressed that these spaces should be inclusive, with locations to suit the very young, to the elderly.</p>
<p>Community spaces</p> 	<p>The Belconnen community valued community spirit, and places where people are welcomed and can do activities together. Planning consideration should be made to the creation of community spaces, including cultural facilities, places for young people, volunteer groups, and markets.</p>
<p>Education facilities</p> 	<p>Participants valued education and felt urban planning should be better integrated with education planning to ensure there are enough schools within the district to handle fluctuating student numbers and impacts of densification. It was suggested that government should avoid closing any schools and repurposing land, only to find they are required in the future.</p> <p>Participants felt that schools should be supported by connection to public transport, roads, and active travel options.</p>
<p>Employment and retail precincts</p> 	<p>Participants highlighted opportunities available to revitalise and enhance shopping precincts within Belconnen, including surrounding amenities.</p>
<p>Inclusivity</p> 	<p>Participants in Belconnen valued spaces that cater for different groups including wheelchair and pram accessibility, inclusive play equipment, integration of diverse multicultural groups, indigenous education, and aged care facilities in places that are accessible to shops, public transport, and services.</p>



“We need to make more visible and celebrate and respect Belconnen’s Indigenous heritage and Traditional Owners’ continuing connection to country and culture. Visitors and newcomers should be in no doubt about the value we place on Indigenous peoples.”

*Belconnen YourSay participant*

Figure 11. Participants at the Belconnen district workshop





## 5.4 Gungahlin feedback




Community feedback about Gungahlin is outlined below across each of the four topic areas. Within each topic area, the feedback is listed in order of most common feedback to less common.

Priority issues for Gungahlin participants included roads, urban infill, and parks. Participants noted that they were experiencing the negative effects of increased density including traffic congestion, low quality construction, and lack of green space. Participants felt that planning was required to reduce the impact of congestion on their road network particularly surrounding the town centre. Gungahlin participants valued green and recreation space and desired increased access to these spaces.

### 5.4.1 Environment

<p>Open green space</p> 	<p>Participants in Gungahlin valued open green space, including nature reserves, and shared green spaces within suburbs. Participants desired more urban permaculture, micro-forests, and gardens.</p> <p>It was felt that the planning system should encourage development and refurbishment of amenities within green spaces such as walking tracks, furniture, playgrounds, and picnic spots.</p>
<p>Water sensitive design</p> 	<p>Participants desired protection of waterways, with multiple participants commenting on the need for protection and better management of Gungahlin and Yerrabi ponds.</p>

### 5.4.2 Infrastructure and transport

<p>Roads</p> 	<p>Planning to resolve traffic congestion surrounding the Gungahlin town centre was a major theme, noting that transport needs to keep pace with development. Recommendations were made by multiple participants to plan duplication of roads including Clarie Hermes Drive, Gundaroo Drive, Gungahlin Drive, Horse Park Drive, Mirrabai Drive, and Nudurr Drive.</p> <p>Participants desired planning be undertaken, exploring opportunities to improve traffic flow and to implement traffic calming measures.</p> <p>Gungahlin participants desired increased connection between transport modes, including better facilities for e-bikes and e-scooters, and creation of more parking areas within the town centre.</p>
<p>Public transport</p> 	<p>Participants expressed satisfaction with light rail, however noted that it is crowded and could benefit from increased capacity, network expansion, and greater connection of public transport from other areas of Gungahlin (eg: from Crace).</p>
<p>Foot and cycle paths</p> 	<p>Gungahlin residents value walkable suburbs and connection created by quality foot and cycle paths.</p> <p>Participants desired expansion of Gungahlin's path network to increase connection with key destination locations and facilitate better interchange between transport modes.</p> <p>Remediation of paths to improve safety, including consideration for e-vehicles was desired.</p>





### 5.4.3 Building and housing

#### Urban density



Participants felt more planning consideration was needed to prevent negative impacts of densification on infrastructure and services such as roads, education, public transport etc.

Concerns were expressed about high volume zones with low quality design and construction. Planning for higher density living should be carefully considered and complemented by commercial centres, parks and green spaces.

Participants felt that more diverse and affordable housing options were required to cater for different housing needs, including older residents.

### 5.4.4 Community amenity

#### Playgrounds and recreation spaces



The Gungahlin community desired upgrade and renewal of existing playgrounds and creation of additional sporting facilities.

Parks and playgrounds were considered particularly important as more people live in smaller and denser residences and should include facilities such as drinking fountains, toilets, seating and barbeques.

Participants felt that Gungahlin currently lacks sport and recreational facilities and would like planning to facilitate development of facilities such as mountain bike trails, lawn bowls, pools, tennis/basketball/netball courts, and sports fields.

#### Education facilities



Gungahlin participants sought more places of learning for all ages and to reduce the size of existing schools. Participants felt planning should be undertaken to ensure there are enough schools within the district to handle increasing student numbers and impacts of densification.

Participants felt that schools should be supported by connection to public transport, roads, and active travel options.

#### Employment and retail precincts



Gungahlin participants identified the need for planning to facilitate more employment opportunities in the town centre, supporting viable, sustainable, and resilient business in the area. Additional employment in Gungahlin would reduce commuter congestion and better utilise light rail for commuting in both directions.

It was felt that planning should be undertaken to ensure Gungahlin has attractive and unique features to become a destination for other Canberrans.



“What are the goals for Gungahlin? Do we want to attract others? If yes, and also to attract locals it needs to be attractive. The light rail does bring in retirees from around Civic/O'Connor looking for a new lunch/coffee spot - can we give it more attractive, unique features to build on this?”

*Gungahlin workshop participant*

**Figure 12.** Participants at the Gungahlin District Workshop








## 5.5 Inner North feedback


Community feedback regarding Inner North is outlined below across each of the four topic areas. Within each topic area, the feedback is listed in order of most common feedback to less common.

Participants in the Inner North valued effective connections around their district through paths and improved pedestrian crossing locations. Participants valued the amenity of green space and parks, with the “garden city” concept being strongly linked to the identity of this area. There was a desire to further increase green space within this district and reinvigorate existing parks.






### 5.5.1 Environment

<p>Open green space</p> 	<p>The “garden city” concept was closely linked to the identity of the Inner North, with participants highly valuing open green space.</p> <p>Inner North participants felt existing green spaces should be preserved, restored, and better utilised, recommending beautification projects and urban/ micro forests, particularly in “pocket parks”. Participants also valued green spaces for the role they play in supporting wildlife and suburban cooling.</p> <p>Green space was particularly desired near higher density areas, shops, and walking distance from homes. Participants wanted views of natural hills and ridges maintained.</p> <p>Participants felt new developments should be built with gardens to ensure people have access to green spaces and to increase suburban cooling.</p> <p>It was felt that the planning system should encourage refurbishment of amenities within green spaces such as walking tracks, furniture, and playgrounds.</p>
<p>Trees and plantings</p> 	<p>Increasing planting to aid in urban cooling was a priority to Inner North participants. They valued trees and plantings within the district to reduce climate change impacts while supporting wildlife, regeneration.</p> <p>Many participants called for prompt attention to prevent tree loss, planting to increase dense canopy cover supported by re-invigoration and creation of quality green spaces with indigenous planting, native vegetation, street trees, urban/micro-forests, verge plantings, and community garden beds.</p>
<p>Water sensitive design</p> 	<p>Inner North participants value wetlands, particularly the Sullivans Creek corridor, but also the Acton waterfront and Lyneham wetlands.</p> <p>Participants felt the planning system should seek to better manage the health and restoration of riparian areas, paired with increased amenity of these areas.</p>




### 5.5.2 Infrastructure and transport

<p>Foot and cycle paths</p> 	<p>Inner North residents value connection created by quality foot and cycle paths and sought planning to expand the network to increase connection with destination locations, and facilitate better interchange between transport modes, particularly light rail.</p> <p>Inner North participants also valued path accessibility and safety, seeking wider paths, better lighting and greater inclusion of ramps to improve safety.</p> <p>Participants also desired an increased number of safe crossing locations on roads including foot/ bike bridges.</p>
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<b>Public transport</b> 	<p>Participants desired planning consideration to increase utilisation of public transport and facilitate increased connection between transport modes.</p> <p>Participants expressed satisfaction with light rail, however noted that it is crowded and could benefit from increased capacity, and network expansion.</p> <p>Participants felt public transport could be more accessible if cheaper, more frequent with better facilities at stops and interchanges.</p>
<b>Roads</b> 	<p>Congestion relief/ traffic calming was sought in several areas, including Northbourne Avenue, Parkes Way, Macarthur Avenue, and connection to the airport/ business park.</p> <p>An integrated, holistic, and considered traffic management study was suggested by a participant to support planning.</p>
<b>Parking</b>   	<p>Participants valued sufficient space for car parking near commercial areas and within residential areas. A shortfall in residential car parking, and lack of park and ride for light rail leading to suburban congestion due to on street parking was highlighted.</p> <p>Participants expressed mixed views about maintaining car parks or developing them. It was suggested that if car parks were developed, underground or multi-story parking should be included to replace what was removed.</p>

### 5.5.3 Building and housing

<b>Urban density</b> 	<p>Participants felt that there should be a mix of housing densities with a focus on medium to low density housing. It was preferred that more dense urban areas be located near commercial centres and be complemented by green, open spaces.</p> <p>Concerns were expressed about increased cost of houses and large developer profits.</p> <p>Participants felt planning should seek to mitigate negative impacts of densification on infrastructure and services such as, roads and education.</p> <p>Some participants questioned whether the compact Canberra strategy makes suburbs more sustainable; suggesting that densification creates hotter suburbs.</p>
<b>Significant places</b> 	<p>Many places of heritage significance were identified within the Inner North. Participants suggested planning should preserve iconic sight lines and places including Exhibition Park (noting opportunity for improved care and utilisation); the lakefront; heritage precincts (including mid-century modern); places of indigenous significance; Telstra Tower; Dickson Aerodrome; Dickson Pool; heritage plantings and the CSIRO.</p>
<b>Environmentally friendly</b> 	<p>Participants felt that development and urban infill should be complementary to natural surrounds to soften harsh built environments. Buildings should maintain solar access and adopt eco-friendly building and design methodologies.</p>



## 5.5.4 Community amenity

<p>Playgrounds and recreation spaces</p> 	<p>Inner North participants felt their district lacks playground, sport, and recreation facilities, having lost some to urban infill. Participants desired the creation of new parks and recreation spaces, in addition to the renewal of existing facilities.</p> <p>Suggested new facilities included skate parks, pump tracks, off dog lead areas, community gardens, educational discovery zones, sports fields, cricket nets, goal posts, and destination/ adventure play spaces.</p>
<p>Education facilities</p> 	<p>Participants valued education and noted that Inner North schools are at capacity or over-crowded, and planning needs to be done to add new schools, or increase capacity of existing schools, particularly with further densification planned.</p> <p>Participants felt that schools should be supported by connection to public transport, roads, and active travel options.</p>
<p>Community spaces</p> 	<p>The Inner North community felt there is a lack of community spaces within their district, and that community spaces have been lost to residential development. It was suggested that planning better manage the impact of urban infill on remaining facilities and increase capacity to match increased population.</p> <p>Participants felt planning consideration should be made for the creation of new community spaces to facilitate low-cost local socialisation, including cultural facilities, informal education and learning, creative spaces, places for young people, meetings, and community building events. It was noted that there is potential to combine these with residential developments.</p>
<p>Employment and retail precincts</p> 	<p>Participants highlighted opportunities to revitalise and enhance shopping precincts within the Inner North, including surrounding amenities.</p>
<p>Inclusivity</p> 	<p>Participants in the Inner North valued spaces that are tailored and cater for different groups including wheelchair and pram accessibility, inclusive play equipment, integration of diverse multicultural groups, indigenous education, and connection through places. Planning supports for mobility impaired, and the elderly was desired.</p>



“Whenever urban intensification occurs along the whole gateway and adjacent inner north areas, simultaneous planning must occur of nearby parks, multipurpose low cost (to users) community use facilities (and other social, cultural, and physical infrastructure and be committed and deliver in a timely way.”

*Inner North YourSay participant*

Figure 13. Participants at the Inner North district workshop





## 5.6 Inner South feedback



Community feedback regarding Inner South is outlined below across each of the four topic areas. Within each topic area, the feedback is listed in order of most common feedback to less common.

Inner South participants prioritised appropriate planning for densification, increased connectivity through paths, and preservation of parks and green space. Participants were concerned about the impact of increased density. They also sought increased walkability of their district to enjoy the surrounding amenity, preservation and activation of green space was seen as a priority.





### 5.6.1 Environment

<p>Open green space</p> 	<p>Inner South participants valued open green space and sought preservation, and increasing of green space, particularly in Kingston and Yarralumla. It was felt that the planning system should encourage upgrade of amenities within green spaces such as walking tracks, furniture, playgrounds, and picnic spots.</p> <p>Open spaces, ovals, beautiful streetscapes, mature trees, gardens, and vegetation were seen as strongly linked to the identity of the Inner South, as well as having environmental value.</p> <p>It was suggested that the flood plain area north of the Causeway, and the Kingston Station could be developed as parks with community facilities.</p> <p>Participants desired views of natural hills, ridges, and the lake to be maintained, without development or obstruction and that endangered habitats be protected.</p>
<p>Trees and plantings</p> 	<p>Participants valued attractive trees and plantings within the district to reduce climate change impacts and for visual amenity while supporting wildlife and regeneration.</p> <p>Participants were concerned about the decreasing tree canopy and sought protection of large trees, and increased plantings to increasing canopy cover. Participants desired plantings down central medians of arterial roads, street trees, urban-forests, and garden beds.</p>



### 5.6.2 Infrastructure and transport

<p>Foot and cycle paths</p> 	<p>Inner South residents value connection created by quality foot and cycle paths, enjoying walkable and people-oriented suburbs.</p> <p>Participants sought increased connections of the path network with destinations such as Fyshwick (including the markets and Dairy Road) and to make Fyshwick more walkable. The opportunity to pedestrianise Manuka was also noted.</p> <p>Participants sought upgrades to existing path networks to improve safety, including installation of more safe crossing locations on roads.</p>
<p>Public transport</p> 	<p>Participants desired an improved public transport network, increasing connection within the district. It was noted that public transport connection from east to west was poor and could use improvement.</p> <p>Participants suggested planning to increase connection between transport modes, including e-bike and e-scooter infrastructure.</p> <p>A range of views regarding light rail were presented. Some participants questioned the benefit of investing in light rail, while others were positive about the expansion of the network, noting a desire for expansion and secured rail corridors down Canberra Avenue, and connecting as far as Queanbeyan.</p>





<p>Roads</p> 	<p>Inner South participants noted that major arterial roads need to be upgraded to deal with increasing traffic volumes, particularly around the foreshore, and travelling toward Queanbeyan.</p>
<p>Parking</p>   	<p>Participants valued sufficient space for car parking near commercial centres, within suburbs, and to better facilitate park and ride. The need to increase parking in Deakin, Manuka and Kingston was noted. It was noted that free and available parking in Kingston and Deakin are important to the viability of commercial life.</p> <p>Challenges were noted with new developments not designing sufficient parking within them, forcing parking to spill out onto streets, creating congestion.</p>





### 5.6.3 Building and housing

<p>Urban density</p> 	<p>Participants were concerned about the level of urban infill occurring in the district and desired that new developments complement the existing character of the area. There was both support and opposition expressed with respect to infill in the Inner South.</p> <p>Participants felt that more dense urban areas and associated zoning changes should be located near commercial centres, and along corridors like Canberra Avenue and rail corridors, leaving other residential areas unimpacted.</p> <p>Participants commented on changes to planning zones to accommodate government infill objectives - there were mixed opinions on rezoning existing single dwelling blocks, with a greater number of participants suggesting RZ1 zones should not be changed.</p> <p>Concern was expressed about the cumulative impacts of increased population and intensification on existing infrastructure. Participants felt planning consideration was important to prevent negative impacts of densification on infrastructure such as roads, green space, parking, and community spaces.</p> <p>Concerns were expressed about poor quality design and construction particularly in high density zones. Participants felt that design and heights need to be monitored closely.</p>
<p>Significant places</p> 	<p>Participants viewed the Inner South as Canberra's heritage heart, with heritage (of buildings, landscapes, and indigenous significance) being strongly linked to the area's identity.</p> <p>Participants strongly desired protection of areas that show local culture, history and formation. Noted places of significance included: Blue Gum Point; Bullan Mura; Canberra Brickworks; Government House and the processional route from Parliament House to Dunrossil Drive and Government House; Kingston arts precinct; Kingston Train Station; Lake Burley Griffin and its foreshore; Manuka precinct; Redhill lookout; Stirling Ridge/Park (including indigenous significance); Westbourne Woods; Weston Park.</p> <p>In addition to the protection of buildings, it was noted that protection of heritage character be prioritised for new developments.</p>



<b>Housing diversity</b> 	<p>Participants valued diversity of housing in the district to cater for aging in place, affordable housing as well as family homes with large blocks</p> <p>Participants noted a need for increased public housing, and improved liveability of existing public housing, although concerns were raised that concentrated areas of public housing could result in poor outcomes.</p>
<b>Environmentally friendly</b> 	<p>Participants felt that new buildings should be made to high environmental standards in order to reduce emissions, noting that these should be supported by suburban forests, green roofs, removed use of gas, and increased solar.</p> <p>Participants noted the importance of solar access in high density living.</p>

#### 5.6.4 Community amenity

<b>Playgrounds and recreation spaces</b> 	<p>The Inner South community desired new recreation spaces as well as the upgrade, renewal, and maintenance of existing playgrounds, particularly to include facilities such as drinking fountains, toilets, barbecues, sun protection, bike racks, nature play, dog parks, picnic tables and seating.</p>
<b>Education facilities</b> 	<p>Participants valued education and were concerned schools in the area are over capacity. Participants desired planning be undertaken to ensure there are enough schools within the district to handle increasing student numbers and impacts of densification.</p> <p>Participants felt that schools should be supported by connection to public transport, roads, and active travel options.</p>
<b>Employment and retail precincts</b> 	<p>Participants sought planning to foster successful, accessible, and diverse local shops, supermarkets, and employment centres with additional parking. Participants were concerned about the number of empty retail premises in the district.</p> <p>It was suggested that overarching planning to update the zoning in Fyshwick was required to better balance the changes currently occurring in the suburb.</p>
<b>Inclusivity</b> 	<p>Planning to ensure sufficient aged care facilities, aging in place, and that new developments are accessible was seen as a priority in this aging district.</p> <p>Participants in the Inner South valued spaces that cater for different groups including accessibility, inclusive spaces, integration of diverse groups, indigenous connection, and aged care facilities.</p>





"The Inner South is Canberra's heritage heart. There are over 30 heritage listed or nominated sites just in Kingston and Barton alone. Importantly, they sit in a heritage landscape reflecting the planning of the Griffins and Sir John Sulman. This is essential to the area's character and must be retained."

*Inner South YourSay participant*

Figure 14. Participants at the Inner South district workshop

## 5.7 Molonglo feedback

Community feedback on the Molonglo district is outlined below across each of the four topic areas. Within each topic area, the feedback is listed in order of most common feedback to less common.

The Molonglo community valued community spirit and called for an increase in community amenities, parks, and sporting facilities. Participants desired their community to be established around integration with the public transport network and desired greater requirement for eco-friendly building and design,

### 5.7.1 Environment

Open green space



Participants highly valued open green space, the natural views, connection to the Molonglo River corridor and native wildlife. Green space was valued for the role it plays in supporting wildlife and suburban cooling.

It was felt that this should be supported by water/ bio sensitive urban design and increased landscaping to reduce the heat island effect and foster biodiversity.

### 5.7.2 Infrastructure and transport

Public transport



Participants desired their community to be built around a public transport network, increasing connection within the district, and to and from other areas of Canberra.

Participants desired planning to support the public transport network including development of a public transport interchange, increased rapid bus services, park and ride facilities, e-scooter infrastructure, and greater connection with other hubs.

Foot and cycle paths



Molonglo residents value connection created by quality foot and cycle paths.

Participants desired expansion of Molonglo's path network, increasing connection with destination locations such as the river corridor and group and local centres.



#### Roads



Traffic congestion was highlighted as a concern on Cotter Road and Holborough Avenue.

### 5.7.3 Building and housing

#### Urban density



Concerns were expressed about the number of high density areas. Participants desired variety and choice of housing. It was suggested to limit high density apartment buildings (particularly in clusters or near nature corridors), and increase availability of single level housing,

#### Environmentally friendly



Participants felt that new buildings should be made to high environmental standards, noting that these should be supported by quality insulation, double glazed windows, solar panels and vegetation.

### 5.7.4 Community amenity

#### Playgrounds and recreation spaces



The Molonglo community desired establishment of more playgrounds and sports facilities in the area.

Participants suggested these spaces should include facilities such as toilets, tables, seating, nature playgrounds, and community gardens.

#### Community spaces



The Molonglo community valued community spirit, and desired the creation of facilities and social infrastructure where people are welcomed and do activities together.

Planning consideration should be made to the creation of community spaces, including cultural and religious facilities, physical activity, and the arts.

#### Education facilities



Participants valued education and felt planning should be undertaken to ensure there are enough schools (for all ages) within the district to handle growing student numbers.

Participants felt that schools should be supported by connection to public transport, roads, and active travel options.

#### Employment and retail precincts



Participants reflected on the need to develop commercial and employment centres in the district including cafes, retail, food providers, and office workers. Desire was expressed for these to be functional and unique to other centres of Canberra and provide local employment.





“Prioritise development and retention of local student capital. Kids need to live, play, play sport, learn and grow with a cohort. Pipeline needs to develop now.”

*Molonglo YourSay participant*

“Community spaces and amenities need to be a priority and be built near shops, parks and schools. Management plans for community facilities need to be developed.

*Molonglo YourSay participant*



**Figure 15.** Participants at the Molonglo district workshop

## 5.8 Tuggeranong feedback

Community feedback on Tuggeranong is outlined below across each of the four topic areas. Within each topic area, the feedback is listed in order of most common feedback to less common.

Tuggeranong participants highlighted the potential for rejuvenation and reinvigoration of their district including opportunities associated with eco-tourism, parks, retail precincts, and the lake. Green space was noted as a key asset in the district and was strongly linked to identity. Participants desired planning consideration to increase utilisation of public transport in their district.

### 5.8.1 Environment

#### Open green space









Green space, green corridors, mountain views, and landscapes were linked to the identity of Tuggeranong and valued for the role they play in supporting wildlife.

Participants desired natural features including views of natural hills and ridges to be maintained, without development.


It was felt that the planning system should encourage development, refurbishment, and activation of community green spaces such as the mountains, Pine Island, and Lake Tuggeranong with accessible walking tracks, and mountain biking, creating eco-tourism opportunities in the district.

The need for tree planting around the district, and management of water quality in Lake Tuggeranong was also noted.

## 5.8.2 Infrastructure and transport




<p>Public transport</p> 	<p>Participants desired an improved public transport network for Tuggeranong, increasing connection within the district, and from Tuggeranong to other areas of Canberra.</p> <p>Participants desired planning consideration to increase utilisation of public transport in Tuggeranong and facilitate increased connection between transport modes such as park n ride facilities, more weekend services, increased number of rapid buses and routes. Participants highlighted increased road congestion in school zones with the loss of school buses.</p> <p>Opposing views to light rail were presented. Some participants questioned the benefit of investing in a light rail network, while others were positive about the expansion of the network, noting a desire for fast tracking the development of the light rail network.</p>
<p>Foot and cycle paths</p> 	<p>Tuggeranong residents value connection created by quality foot and cycle paths, with a particular interest in increased paths to support enjoyment of mountains, parks, and the lake shore.</p> <p>Planning to improve cycle connection to other centres, including the Canberra Hospital was suggested.</p> <p>Participants desired path accessibility, remediation, and safe crossing locations on busy roads.</p>
<p>Roads</p> 	<p>Participants were concerned about congestion, safety issues, and opportunities to improve connection within Tuggeranong's road network.</p> <p>Increased traffic congestion in Tuggeranong was raised as a concern, including in school zones.</p> <p>Noise mitigation to reduce impact of increasing traffic volumes on the Monaro Highway was suggested.</p>
<p>Parking</p>   	<p>Participants valued sufficient space for car parking with particular interest in increased parking near areas of outdoor amenity such as walking tracks, sports fields, and the lake front, as well as more park and ride spaces</p> <p>Participants expressed mixed views about maintaining existing car parks or redeveloping them.</p> <p>Desire was noted for electric vehicle charging stations.</p>

## 5.8.3 Building and housing

<p>Urban density</p> 	<p>Participants felt that where possible, more dense urban areas should be located near commercial centres and be complemented by parks and green spaces.</p> <p>Participants felt planning consideration should prevent negative impacts of densification on infrastructure and services such as roads, education and health.</p>
<p>Environmentally friendly</p> 	<p>Participants felt that development and urban infill should be complementary to natural surrounds to soften harsh built environments and integrate with green space.</p> <p>Participants felt that new buildings should be made to high environmental standards, including quality insulation, double glazed windows and solar panels.</p>



## 5.8.4 Community amenity

<p>Community spaces</p> 	<p>Planning consideration should be made to the creation of community spaces in the Tuggeranong district.</p> <p>Participants desired renewal and better utilisation of empty and underutilised spaces throughout Tuggeranong, including active/ecotourism, rejuvenation of retail precincts, creation of nightlife, increasing utilisation of Lake Tuggeranong, community events, and new and renovated playgrounds and sports facilities</p> <p>Participants valued community connections and suggested renewal and activity be supported by new community infrastructure.</p>
<p>Employment and retail precincts</p> 	<p>Participants highlighted opportunities available to revitalise and enhance shopping precincts within Tuggeranong, including surrounding amenities, increasing employment and sustainability of commercial hubs.</p>
<p>Inclusivity</p> 	<p>Participants in Tuggeranong valued spaces that cater to different groups including wheelchair and pram accessibility, inclusive equipment, integration of diverse multicultural groups and indigenous education.</p>



“What is required is clever design and a priority for human relationships. Higher density these days means poor jamming of shoddily built housing. Higher density design however can go with sustainable living... Green spaces for all residents is required and also for native animals and plants. Local gardens are required as an option. Links with walkways and major parks important. Being able to walk to such open spaces or local and focused shopping Centres.

*Tuggeranong YourSay participant*

**Figure 16.** Participants at the Tuggeranong district workshop





## 5.9 Weston Creek feedback




Community feedback on Weston Creek is outlined below across each of the four topic areas. Within each topic area, the feedback is listed in order of most common feedback to less common.

Weston Creek participants highly valued green space and tree canopy cover, linking these to identity. Sport was also seen as part of the identity of the district, however participants felt the deterioration of facilities in the district required attention. Participants preferred 'village style' densification near urban centres.

### 5.9.1 Environment




<p>Open green space</p> 	<p>Participants highly valued open green space, in terms of natural reserves, micro forests, and shared green spaces within suburbs., linking this to the identity of the district. Narrabundah Hill, Stromlo Equestrian Centre, and Cooleman Rocks were noted as places of significance. Green space was also valued for the role it plays in supporting wildlife and suburban cooling.</p> <p>Participants valued views of surrounding hills and ridges.</p> <p>It was felt that the planning system should protect, enhance, and maintain green spaces, particularly those near higher density areas and facilitate amenities such as walking tracks, furniture, playgrounds, and picnic spots.</p>
<p>Trees and plantings</p> 	<p>Weston Creek participants valued attractive trees and plantings within the district to reduce climate change impacts while supporting wildlife, regeneration, and increasing canopy cover</p> <p>They desired native vegetation, street trees, micro-forests, garden beds, and understory vegetation near pathways and through green corridors. Planting revitalisation (particularly in green corridors) and gardens in community spaces were seen as opportunities.</p>

### 5.9.2 Infrastructure and transport




<p>Foot and cycle paths</p> 	<p>Weston Creek residents value connection created by foot and cycle paths, enjoying walkable and people-oriented spaces.</p> <p>Participants desired expansion of Weston Creek's path network to increase connection with destination locations and improve activation of green space.</p> <p>Weston Creek participants also valued path accessibility. Remediation and increased lighting of paths to Improve safety was desired. Participants noted a need for increased number of safe crossing locations on busy roads.</p>
<p>Public transport</p> 	<p>Desire was expressed for increased infrastructure to support public transport use such as park and ride facilities. bus lanes, and bus shelters which provide better weather protection.</p>
<p>Roads</p> 	<p>Weston Creek participants desired planning and traffic calming to increase road safety and reduce congestion on roads within the district.</p>



### 5.9.3 Building and housing

<b>Urban density</b> 	<p>Participants felt that dense urban areas should be located near commercial centres, and be complemented by parks and green spaces. Participants expressed interest in ‘village style’ developments.</p> <p>Participants noted need for sufficient parking in developments to prevent streets lined with parked cars, preference for buildings with large set back from roads, and desired ability for development planning to allow sub-division of existing properties and develop semi-rural blocks.</p>
<b>Housing diversity</b> 	<p>Participants felt that affordable living should be available for all sectors of the community and noted a need for improved liveability of existing public housing.</p> <p>Participants felt public housing should follow a ‘salt and pepper’ approach throughout the district, as single house or small developments rather than large compounds.</p>
<b>Environmentally friendly</b> 	<p>Participants felt that development and urban infill should be complementary to natural surrounds ensuring solar access and adopting environmentally friendly design.</p>

### 5.9.4 Community amenity

<b>Playgrounds and recreation spaces</b> 	<p>The Weston Creek community desired upgrade and renewal of existing playgrounds and sports ovals, including enhanced facilities such as toilets, barbeques, seating etc.</p> <p>Sport was linked to identity of the district, however participants felt the aged facilities no longer supported this identity, for example the tennis courts near the gymnastics club were noted by multiple participants as ‘an eyesore’.</p> <p>The Stromlo Equestrian Centre was identified as a centre that needed to be preserved, rather than redeveloped.</p>
<b>Community spaces</b> 	<p>The Weston Creek community valued places where people are welcomed and can meet for shared activities. Participants felt that community spaces and infrastructure were lacking or tired with planning needed to support rejuvenation.</p> <p>Participants desired reinvigoration and activation of community spaces, shops and natural areas with parks and associated infrastructure</p>
<b>Employment and retail precincts</b> 	<p>Participants highlighted opportunities to revitalise and enhance shopping precincts within Weston Creek while preserving village identity, and revitalising surrounding amenities.</p>







"If this is important perhaps go back to the idea where Canberra is a thoughtful designed city rather than congested with sprawling houses and concrete as far as the eye can see. Understand humans need areas for community and connection, transport corridors, active healthy lives, close-by nature and natural surrounds.

*Weston Creek YourSay participant*

**Figure 17.** Participants at the Weston Creek district workshop

## 5.10 Woden Valley feedback

Community feedback on Woden Valley is outlined below across each of the four topic areas. Within each topic area, the feedback is listed in order of most common feedback to less common.

Green space was highly valued, with Woden Valley participants desiring increased green space in the Woden town centre and activation to bring life back to the urban centre. Participants desired greater planning to prevent or reduce the impact of negative outcomes associated with densification. Participants desired greater connection within the district to be fostered by a planned and rejuvenated path network.

### 5.10.1 Environment

#### Open green space



Participants highly valued open green space, particularly near higher density areas, such as Woden's town centre as well as natural reserves, and shared green spaces within suburbs.

Green space was also valued for the role it plays in supporting wildlife and suburban cooling and protection of these spaces was desired.

Green space was also recognised for its health and wellbeing outcomes.




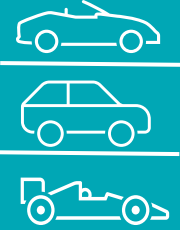
#### Trees and plantings





Woden participants valued trees and plantings within the district to reduce climate change impacts while supporting wildlife, regeneration, and increasing canopy cover.

Participants desired native vegetation, micro-forests, garden beds, green roofs, vegetation near pathways and through wildlife corridors.

## 5.10.2 Infrastructure and transport

<p>Foot and cycle paths</p> 	<p>Woden residents value connection created by foot and cycle paths.</p> <p>Participants desired planning surrounding Woden's path network, expanding it to increase connection with destination locations, and fostering better movement between different modes of transport.</p> <p>Participants also valued path accessibility, seeking wider, pram/ wheel friendly paths, with improved safety and lighting. Participants also desired an increased number of safe crossing locations on roads.</p>
<p>Public transport</p> 	<p>Participants desired an improved transport network, increasing connection within the district, to other areas of Canberra, and between transport modes.</p> <p>Mixed views were expressed toward the light rail. Some participants questioned the benefit of investing in a light rail network, while others desired the extension of light rail to other locations, planning for park and ride facilities, and increased amenity at stop locations. Desire for increased communication about project detail was noted.</p>
<p>Roads</p> 	<p>Participants desired improved traffic flow in the district, notably</p> <ul style="list-style-type: none"> <li>• Around the Woden town centre, due to convergence of major roads</li> <li>• Surrounding the hospital in like with the Canberra Hospital expansion</li> <li>• Potential development of a new road to connect to the golf course and Kitchener St</li> </ul> <p>Requests were made for traffic calming measures at some locations</p>
<p>Parking</p> 	<p>Participants valued sufficient space for car parking. Additional parking was desired at reserves, suitable park and ride locations, the hospital, Deakin shops, as well as all day town centre parking for workers.</p> <p>Consideration of electric vehicle charging points was suggested.</p>

## 5.10.3 Building and housing

<p>Urban density</p> 	<p>Participants felt that where possible, more quality dense urban areas be complemented by parks and green spaces.</p> <p>Participants felt planning consideration was important to prevent negative impacts of densification on infrastructure such as roads, education, and health facilities.</p> <p>Participants desired diverse housing options. There were mixed views about densification along the light rail corridor.</p>
<p>Significant places</p> 	<p>Participants were concerned about impacts of further development of the Canberra Hospital site on surrounding infrastructure and residents. It was also suggested that an expanded footprint into the old CIT Woden could create a holistic wellness community.</p> <p>Mixed views were expressed about proposed development at the golf club with concern about loss of green space and woodland, traffic impacts. Others were pleased with the potential to develop aged care residences.</p>





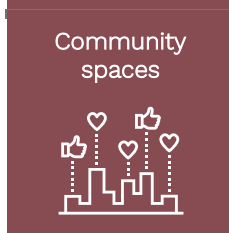
Participants felt that development and urban infill should be complementary to natural surrounds to soften harsh built environments, and that development should ensure solar access, and utilise eco-friendly building and design methodologies.

#### 5.10.4 Community amenity



The Woden community desired upgrade and renewal of existing playgrounds and sports ovals, as well as creation of additional recreation facilities.

Participants noted opportunities for community gardens, indoor sports facilities, rejuvenation of ovals, and activation of Mount Taylor.



The Woden community valued places where people are welcomed and can meet to do activities together. Planning consideration should be made to the creation of community spaces, including cultural facilities, arts centre, and community meeting spaces



Participants noted opportunities available to revitalise and enhance shopping precincts within Woden, including surrounding amenities, and increase employment opportunities.

Participants noted opportunity for integrated amenity at light rail stops. The need for additional accessibility in shopping precincts was noted.



Participants in Woden valued spaces that are tailored and cater for different groups including accessibility, integration of diverse groups, through places and food, and aged care facilities in places that are accessible to shops, public transport, and services.



“Access is not just about transport and movement. It’s also about feeling safe, welcome and comfortable. More effort is needed here. Woden (town centre) is cold, shady and unwelcoming.”

*Woden YourSay participant*

**Figure 18.** Participants at the Woden Valley workshop





## 5.11 Feedback relating to the work of other government agencies

While the consultation was focused on district planning to inform the reform of the ACT planning system, considerable feedback was received that related to broader areas of government service delivery. While this report has used this feedback to inform district planning priorities, it is also important that these aspects of the community input not be lost.

Prominent areas of community feedback that did not relate explicitly to planning include:

- **Education**, the need for improved forward planning to ensure future capacity in schools, particularly as urban densification increases the population in parts of the city.
- **Health services**, including access to medical facilities, mental health services and services that cater to older people those with a disability.
- **Public transport**, including increased frequency and service routes, park and ride facilities, bike storage facilities and other public amenities.
- **Parks and recreational areas**, including the need for improved facilities at these locations such as toilets, barbeques, seating, shade as well as calling for more regular maintenance and management of these public areas.
- **Street trees**, including the call for better management of street trees and increased plantings across urban Canberra.
- **Local shops**, including upgrading amenity at local shops and improving community facilities in these spaces.
- **Foot and cycle paths**, including the need for maintenance, improved accessibility features and expansion of the network.
- **Lighting**, including maintenance and establishment of more lighting in identified suburban areas.

In many cases, information provided with respect to the above areas included references to specific locations. In the recommendations section of this report, Communication Link suggests that EPSDD provide the detailed database of community feedback to other relevant agencies for their consideration and review.



## 6. Recommendations

As a result of the district planning consultation program, Communication Link makes the following recommendations for consideration by the ACT Planning System Review and Reform project.

- In keeping with the purpose of the consultation program, the ACT Government acknowledge the feedback from the community and consider this feedback as it develops district level planning documents.
- The community has expressed an interest in district planning and Communication Link encourages the ACT Government to provide further consultation opportunities to Canberrans, including the opportunity to review draft district strategies.
- In future consultations, EPSDD explore further opportunities to gather feedback from and involve a greater diversity of Canberrans. This includes Indigenous and culturally and linguistically diverse Canberrans, peoples with a disability, special interest groups and a wider range of ages.
- There is extensive feedback obtained during this consultation process that relates to specific facilities, streets or areas of the ACT. This is valuable information from Canberrans. Communication Link recommends that the detailed data supported by this report be shared with delivery agencies such as Transport Canberra and City Services, Access Canberra, Education ACT and ACT Health to allow this feedback to be considered and acted upon by the relevant parts of Government.
- During the consultation, participants expressed interest in providing feedback on other aspects of the planning system, including areas that may not be directly relevant to the Planning System Review and Reform project, for example building design, zoning changes etc. It is suggested other areas of EPSDD review and consider the detailed data supported by this report.

