

# Draft District Strategy:



# East Canberra

2022

This district strategy document is a draft. The draft strategies include ideas, aspirations and potential opportunities for the districts of Canberra as the population and city changes in the future.

The Environment, Planning and Sustainable Development Directorate has undertaken technical work to prepare this initial draft document and is seeking community input and feedback to help shape the future of Canberra through this document.

In the draft document we have made suggestions about how we might plan the future of districts considering how and where we could accommodate different types of development, increasing population, supporting services, how to maximise the benefits of future transport possibilities and how to improve the economic and social roles of our centres. The strategies also consider the importance of the environment and suggested new ecological areas and connectivity and possible new connections for walking and cycling.

We encourage you to provide comments on these draft strategies, and ideas and initiatives presented in them and to suggest others as well; so that we can make sure we get a good balance between protecting areas that people value and accommodating future growth and change.

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# Minister's Foreword

Canberra is one of only a few cities planned from day one—and planned to be nestled in the landscape. As our city continues to grow, we are planning for its future. We are considering our planning legacy and heritage values, our place as the Nation's Capital.

Since the original Griffin Plan, our city was set out with a City Centre and districts. These districts provide opportunities to support a fair, sustainable and dynamic city. I am eager to see the valued character of each of our districts supported through the introduction of district strategies in the reformed planning system.

The community is playing a vital role in the development of these new district strategies. Consultation began in 2019 with district planning workshops. Each draft district strategy is shaped by the views of the people who live and work in, or frequently visit, that district. They are dynamic documents that will evolve with our city. I now look forward to hearing community feedback and discussion on these draft district strategies.



The district strategies will put the themes and directions from the ACT Planning Strategy into a more localised context. They will set the vision, priorities and values of each district and embed them in the planning system. They will capture the key planning matters raised by Canberrans and provide clear guidance to help deliver desired planning outcomes. They will enhance and protect the defining characteristics of each district—the things we value most, such as natural space, liveability, diversity of lifestyle choice and more.

The district strategies will work together with the new Planning Act, new Territory Plan, 2018 ACT Planning Strategy and development assessment processes to support an outcomes-focussed planning system that is accessible, easy to use and delivers a sustainable and compact city that gets the right balance between community, environment and economic needs.

The district strategies will be part of our new, contemporary and best practice planning system that keeps our valued urban form and connection to the natural landscape and helps make Canberra a unique and welcoming place to live.

**Mick Gentleman, MLA**

Minister for Planning and Land Management

November 2022

# Acknowledgement of Country

*Yuma. Dhawura nguna ngurumbangu  
gunangu Ngunnawal.*

*Nginggada dindi dhawura Ngunnawalbun  
yindjumaralidjinyin.*

*Mura bidji mulanggaridjindjula.*

*Naraganawaliyiri yarabindjula.*

*Hello. This country is Ngunnawal  
(ancestral/spiritual) homeland.*

*We all always respect elders, male and female, as  
well as Ngunnawal country itself.*

*They always keep the pathways of their ancestors  
alive.*

*They walk together as one.*

The Environment, Planning and Sustainable Development Directorate acknowledges the Ngunnawal people as Canberra's first inhabitants and Traditional Custodians. We recognise the special relationship and connection that Ngunnawal people have with this Country. Prior to the dislocation of Ngunnawal people from their land, they were a thriving people whose life and culture was connected unequivocally to this land in a way that only they understand and know, and is core to their physical and spiritual being. The disconnection of the Ngunnawal people from Culture and Country has had long-lasting, profound and ongoing health and wellbeing effects on their life, cultural practices, families and continuation of their law/lore.

The Environment, Planning and Sustainable Development Directorate acknowledges the historic dispossession of the Ngunnawal people of Canberra and surrounding regions. We recognise the significant contribution the Ngunnawal people have played in caring for Country as for time immemorial they have maintained a tangible and intangible cultural, social, environmental, spiritual and economic connection to these lands and waters.

# District Strategy Summary – East Canberra

## A future vision for East Canberra

East Canberra is mostly undeveloped. The significant environmental and landscape features of East Canberra, with many sites rich in meaning to the Ngunnawal people, create a precious eastern landscaped edge to the city. Residential development is constrained to minimal selected areas and complements the district's existing heritage values and landscape character.

East Canberra's urban function is largely contained to its critical economic role. It is the primary location for aviation, freight and other business activities serving a city-wide and regional function.

New employment precincts and economic diversification have built on the district's strengths and assets in agribusiness, tourism, defence and other emerging sectors, as well as connections to Queanbeyan over the border in NSW. Remaining future opportunities for economic development can take advantage of major transport corridors such as the Monaro Highway and long term options for faster rail.

Residents of East Canberra in Oaks Estate, Pialligo and Symonston have enhanced transport linkages and access to facilities and services in the surrounding districts.

**District strategies have been prepared for nine districts in the ACT, based on five big drivers, 10 targets, and 12 implementation pathways. These inform the specific directions and initiatives to be delivered in each district.**



5 big drivers	10 targets	Directions for East Canberra
 <p><b>Blue-green network</b></p> <p>Vegetation, nature reserves, open space, water elements and cultural heritage elements are protected and provide the setting for a 'city in the landscape'. The blue-green network also includes connections for walking and cycling throughout the urban area, sometimes aligned with natural corridors where conservation values can be protected.</p>	<ul style="list-style-type: none"> <li>• More nature and retaining water in the city.</li> <li>• Expand liveable blue-green network connections.</li> </ul>	<ul style="list-style-type: none"> <li>• Protect, conserve and enhance priority grassland, woodland and aquatic habitats and environmental values, including along the Molonglo River and Jerrabomberra and Woolshed creeks.</li> </ul>
 <p><b>Economic access and opportunity across the city</b></p> <p>Selected major economic hubs and group and town centres across Canberra are a focus to strengthen the city's role in the national economy, but also to provide greater economic diversity and expanded access to employment opportunities for residents.</p>	<ul style="list-style-type: none"> <li>• Improve economic opportunities in districts with a shortage of jobs.</li> <li>• More jobs accessible to home.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop new employment precincts, capitalising on proximity to Canberra Airport, national freight routes, heavy rail and existing employment precincts (subject to outcomes of the Eastern Broadacre strategic assessment).</li> </ul>
 <p><b>Strategic movement to support city growth</b></p> <p>The developing public transport network provides access to employment centres and is a focus for future high quality infill development. The road network increasingly provides for multiple travel modes, as well as dedicated movement corridors for private/public and commercial vehicular traffic. Land use planning will be informed by transport planning and traffic modelling to address existing and potential traffic and parking issues.</p>	<ul style="list-style-type: none"> <li>• Reduce car dependence.</li> <li>• More active transport.</li> </ul>	<ul style="list-style-type: none"> <li>• Protect and preserve function and capacity of key transport corridors for freight and public transport, including potential future faster rail and/or high speed rail corridor.</li> </ul>
 <p><b>Sustainable neighbourhoods</b></p> <p>New residential development is of a height and density appropriate to neighbourhood characteristics and amenities, provides a mix of housing types and is a means for sustainable transformation, including enhanced walkability and better connections to centres, zero carbon initiatives, and social and affordable housing.</p>	<ul style="list-style-type: none"> <li>• Expand walkable access to shops and services.</li> <li>• More inclusive and fair communities.</li> </ul>	<ul style="list-style-type: none"> <li>• Limit new housing development in East Canberra consistent with the zoning requirements of the Territory Plan.</li> </ul>
 <p><b>Inclusive centres and communities</b></p> <p>Group and local centres provide walkable access to daily necessities for surrounding communities. Possible centres are identified for investigation of appropriate planning and non-planning initiatives to support their ongoing viability and role as a community meeting place (this is mainly in relation to existing suburban areas of Canberra). This could include communities where social stresses may be in evidence, however the actual centres are to be confirmed through further analysis. In addition, new community facilities support growth and underpin wellbeing across Canberra.</p>	<ul style="list-style-type: none"> <li>• Greater activation of group and local centres.</li> <li>• Improved community wellbeing.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance accessibility of services and facilities for Oaks Estate, Pialligo and Symonston residents.</li> </ul>

## Delivering the district strategies – 12 implementation pathways

### 1 Blue-green network preservation and expansion

Restore, protect and fill gaps in the network of nature reserves across the ACT and delivering initiatives set out in environmental policies and legislation. Provide and extend connections for walking and cycling throughout the urban area aligned with the network of natural corridors, where conservation values can be protected, to contribute to a living blue-green network.

### 2 Detailed planning for future housing and employment

Undertake further analysis, research and investigations to inform more detailed planning for future employment floorspace and housing.

### 3 Territory Plan – applying urban character and design principles

Make changes through the statutory planning system and Territory Plan, such as rezoning or implementation by district policies or zone policies.

### 4 Transport and land use integration

Integrate land uses in planning for infrastructure projects like light rail and transport network development.

### 5 Employment and economic focus areas

Select centres to be a focus for enhanced economic development and employment outcomes through targeted planning and policy initiatives.

### 6 Establish new innovation precincts

Enhance the economic contribution of geographic areas where high value industry, research, health and education institutions and elite institutions are clustered together by enhancing physical and networking connections through targeted planning, asset development and management, and coordination initiatives.

### 7 Group and local centres initiatives

Provide targeted interventions to address declining group and local centres in established urban areas including some centres where socio-economic indicators are below the Canberra average.

### 8 City making and ‘urban improvement’

Develop key precincts to contribute to remaking the city through ‘urban improvement’ – this means improving streets and public domain with more connections and greenery to encourage walking and enhance local liveability.

### 9 Facilitate the zero carbon transition

Provide the infrastructure needed to deliver the transition, as well as supporting and encouraging building owners and development proponents to transition.

### 10 Integrated infrastructure planning

Integrate planning and delivery of infrastructure to support growth, including civil infrastructure, environmental upgrades and management, and community and recreational facilities.

### 11 Governance for comprehensive redevelopment

Investigate a new ‘urbanising agent’ or governance models to facilitate significant redevelopment and urban improvement.

### 12 Social and affordable housing contributions

Investigate future initiatives to support increased social and affordable housing in Canberra.

Note: Not all implementation pathways will apply in each district, and the numbering does not reflect an order of priority.

# East Canberra District Strategy Plan

## LANDSCAPE AND RURAL SETTING PRECINCT

## COMMONWEALTH PRECINCT

POSSIBLE CHANGE AREA FOR  
EMPLOYMENT, TAKING INTO  
CONSIDERATION EXISTING RURAL  
USES AND TRANSPORT INDUSTRY  
AREA, HERITAGE AND  
ENVIRONMENTAL VALUES

## AIRPORT, EMPLOYMENT AND RETAIL PRECINCT

POSSIBLE CHANGE AREA  
FOR EMPLOYMENT TAKING INTO  
CONSIDERATION EXISTING USES

POSSIBLE CHANGE AREA FOR EMPLOYMENT

QUEANBEYAN

POSSIBLE CHANGE AREA FOR EMPLOYMENT  
TAKING INTO CONSIDERATION EXISTING RURAL USES &  
ENVIRONMENTAL VALUES

ENVIRONMENTAL CONSERVATION PRECINCT

HUME

SOUTH JERRABOMBERRRA  
JOBS PRECINCT

UTILITIES AND SERVICES PRECINCT

LEGEND

Note: This is a common legend for all similar district plans and not all items listed will appear on this drawing

District Boundary

Blue-Green Network

- Open Space
- Nature Reserve
- Water Bodies
- Sportsfields
- Existing Connections
  - Primary
  - Secondary
- Possible Future Connections
  - Primary
  - Secondary

Economic Access and Opportunity

- Economic and Employment Focus
- City/ Town/Group/Local Centre
- Service Trades/Industrial
- Local Centre
- Group Centre
- Innovation Precinct

Strategic Movement

- Current Light Rail Corridor
- Proposed Light Rail Corridor
- Current Rapid Bus Corridor
- Proposed Rapid Bus Corridor
- Current Active Travel Community Network
- Proposed Active Travel Community Network
- Bicentennial National Trail
- Strategic Investigation Corridor
- High Speed Rail Alignment
  - Proposed
  - Alternate

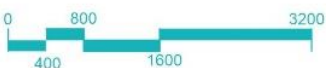
Sustainable Neighbourhoods

- Future Investigation Areas
- Rapid Stop to Local Centre 200m Connections
- Rapid Stop to Group Centre 400m Connections
- Key Sites and Change Areas
  - Proposed
  - Possible
  - Potential

Inclusive Centres and Communities

- New Community and Recreation Facilities
- Possible Centre Revitalisation Opportunity
- Shopping Centre Improvement Program Underway

Scale at A4 1:80000



Potential future employment (baseline only), 2046 and 2063

Jobs	2046	2063
Total	21,500	25,000

Future Investigation Areas

Areas that may be suited to future redevelopment for housing subject to further detailed investigations of factors such as heritage and environmental values, natural hazards, the practicalities of redevelopment, and available infrastructure.



# 1. Introduction



Photo credit: ACT Government.

## The role of district strategies and the wider planning system

District strategies have been prepared in the wider context of the review and reform of the ACT's planning system.

### Review and reform process

Our city is growing. With more people living and working in Canberra, we need a planning system that can facilitate and guide this growth without compromising the characteristics of the city that we value.

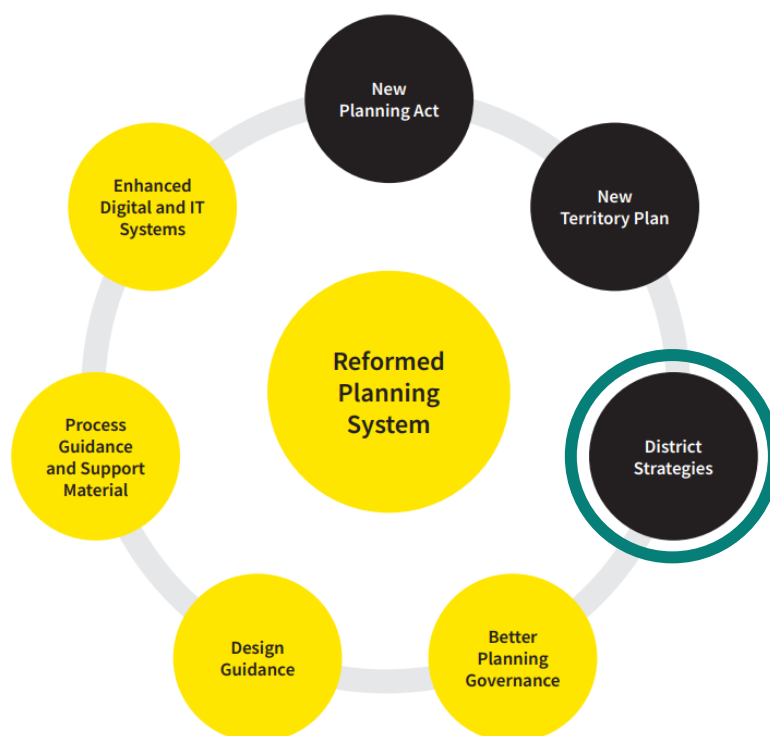
A modern planning system is fundamental to our vision of a liveable and sustainable city. We want a planning system that is focussed on delivering positive outcomes for the residents of Canberra, encourages innovation and new ideas and is efficient and easier to use.

In the 15 years since the last major review of the Territory Plan, the long-term aspirations for Canberra have evolved to reflect the importance of adapting to climate change, delivering key infrastructure for our growing population and providing greater housing choice and accessibility. Together with the 2018 ACT Planning Strategy, this has shaped how we plan for Canberra's future.

Through the ACT Planning System Review and Reform Project we are reviewing and reforming our planning system in a holistic way to deliver better outcomes for communities, development, the environment and people across Canberra. **The district strategies are one part of this process, alongside a new Planning Act and a new Territory Plan with an outcomes-focussed approach.**

### Established policy framework

District level planning bridges the gap between ACT-wide and local area planning. It sits within the existing ACT planning policy framework. The district strategies present an opportunity to illustrate how to deliver, across the districts, the vision of the 2018 ACT Planning Strategy and the directions set down within key ACT policy documents. Other relevant policies and strategies have also been considered.





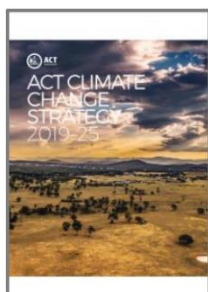
### *ACT Planning Strategy 2018*

The ACT Planning Strategy 2018 provides a vision for a more compact and efficient city and a strategic direction that future urban growth will be supported by delivering up to 70% of new homes within Canberra's existing urban footprint. To achieve this, new development will be concentrated in areas close to the City Centre, town and group centres and along key transit corridors. This urban form is highlighted in the ACT Planning Strategy Policy Plan.



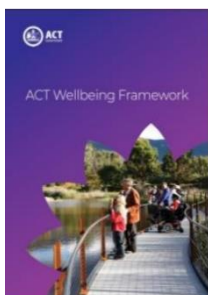
### *CBR Switched On – ACT's Economic Development Priorities 2022–2025*

The 2022 priorities for economic development post-COVID include for Canberra to be a city that gives you back time, delivers a net zero city and focusses on knowledge-based economic growth. The Chief Minister's Statement of Ambition includes building on Canberra's strength as the knowledge capital and continuing Canberra's track record in innovation and entrepreneurship. The three missions underpinning the strategy include a focus on developing innovation precincts to attract talent, and facilitating investment in key industries including space, cyber, security, defence, renewables, and advanced technologies.



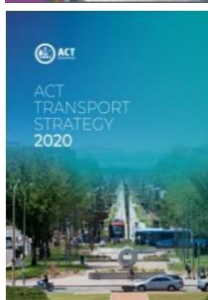
### *ACT Climate Change Strategy 2019–25*

In May 2019, the ACT joined many other cities, states and territories around the world in declaring a state of climate emergency. The ACT Climate Change Strategy 2019–25 sets out the Government's response. It outlines actions to meet the ACT's legislated emissions reduction target of 50–60% (below 1990 levels) by 2025 and establishes a pathway for achieving net zero emissions by 2045.



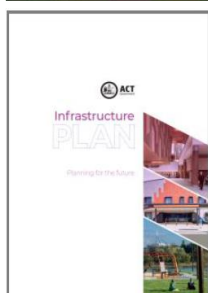
### *ACT Wellbeing Framework*

The ACT Wellbeing Framework describes that qualities such as “having the opportunity and ability to lead lives of personal and community value – with qualities such as good health, time to enjoy the things in life that matter, in an environment that promotes personal growth – are at the heart of wellbeing.”



### *ACT Transport Strategy 2020*

The ACT Transport Strategy 2020 sets out the Government's approach to achieving flexible, reliable and sustainable options for Canberrans to make their journeys, and provides a framework for planning and investment in transport for the next 20 years. It describes how the ACT Government will deliver connected public transport; high quality environments for walking and cycling; and a road network that allows us to move people and goods safely and reliably across the city.



### *ACT Infrastructure Plan*

The ACT Infrastructure Plan provides a framework for how the ACT Government will build new and renew established infrastructure to cater for a city of 500,000 people. The plan is a comprehensive, multi-decade plan detailing over \$14 billion worth of infrastructure investments. The focus of the plan is on health, education, transport and community services. The plan is currently being updated.

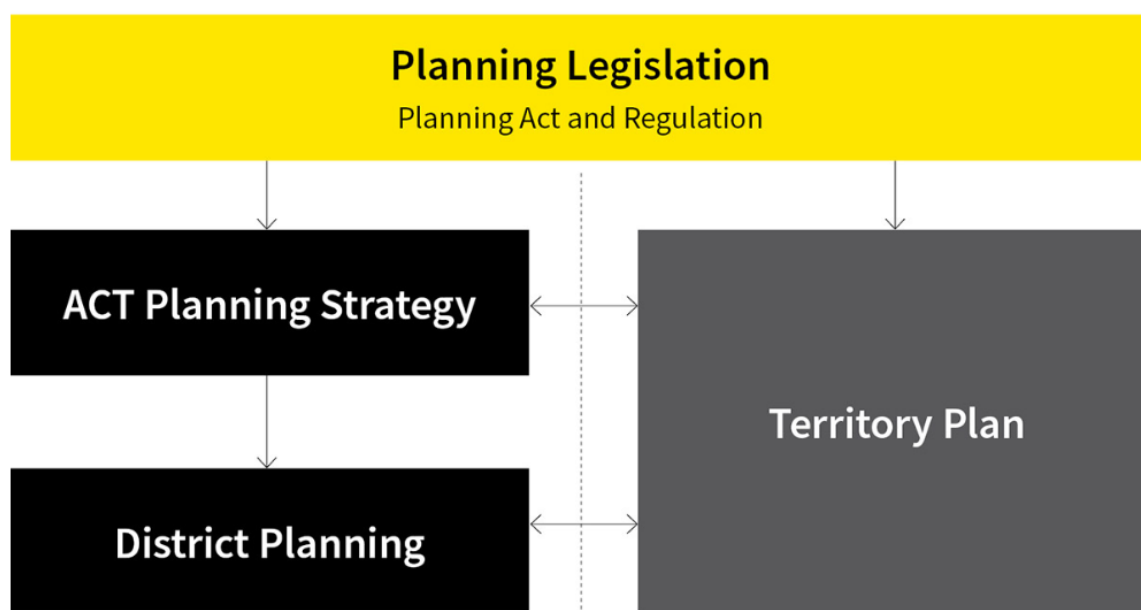
## Role of the district strategies

The district strategies will facilitate the implementation of the new Planning Act by setting directions and future planning outcomes for each district. District planning allows for managing growth and change strategically within and between districts. District planning also provides the opportunity to recognise the distinctive character of each district and reflect this in the planning system.

**The district strategies are intended to address an existing gap by providing a line-of-sight between metropolitan level planning, policies and legislation and on-the-ground outcomes that are influenced through the Territory Plan by:**

- setting a future direction for each of Canberra's districts
- providing a guide for implementing the ACT Planning Strategy at a district level, including guidance on desirable areas of growth and change based on their accessibility to services, transport and amenities – consistent with good planning practice – to inform the district policies under the new Territory Plan
- informing the provision of infrastructure, community needs assessments, and assessment of major development and rezoning proposals and more detailed precinct and site planning
- assisting in achieving coordination between infrastructure, transport, planning, climate change and living infrastructure strategies and delivery of initiatives at a district level.

*Figure 1: District planning within the reformed planning system*



Source: ACT Government, 2022.

### District policies

Under the new planning system, the existing structure plans, concept plans and precinct codes that sit within the Territory Plan will be refined and combined into new **district policies**. The district policies will set out specific planning requirements applying to a district or areas within a district where tailored policies are required to deliver the desired development outcomes.

**The district strategies will inform the preparation of the district policies** in identifying areas of potential future land use change and providing guidance on the expected character of development in those areas.

## What do the district strategies cover?

### District strategies for nine districts

District strategies have been prepared for nine districts, as shown in Figure 2:

- Belconnen
- Gungahlin
- Inner North and City
- Inner South
- Molonglo Valley
- Tuggeranong
- Weston Creek
- Woden
- East Canberra

#### East Canberra

East Canberra District includes the parts of Canberra known as Majura and Jerrabomberra, including the Oaks Estate. The district strategy for East Canberra is different to the other urban districts as its land uses are predominantly for employment and future planning will need to be informed by the outcomes of the Strategic Assessment for the Eastern Broadacre area.

Most new development and population growth will be in these nine districts. Strategic planning must take into account the special features, characteristics, challenges and opportunities of each district.

Other districts may be considered in the future, as necessary. For example, the western edge of the ACT is under investigation for its capacity to accommodate future development, which could result in a future district depending on the investigation's outcomes.

### Data sources and methodology

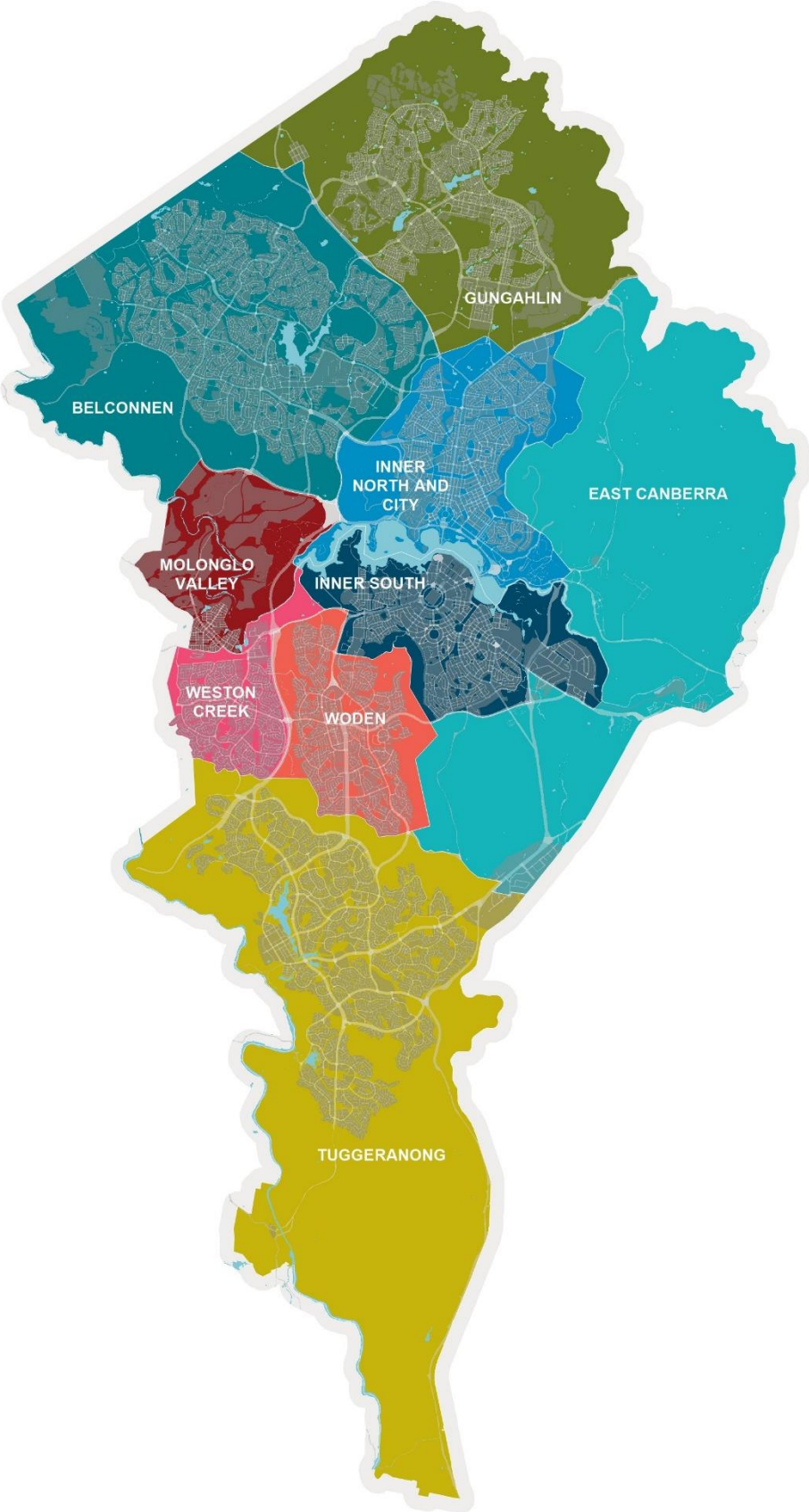
The preparation of the district strategies has drawn on a wide variety of sources including:

- outcomes from stakeholder engagement activities by district
- ACT Government strategies and plans
- ABS Census data and government population projections (based on 2016 Census data)
- previous studies and analyses on housing, employment, infrastructure, transport, environment and community facilities
- data and mapping for biodiversity, heritage, transport modelling, flood modelling and bushfire risk modelling (noting that improved mapping and understanding of risks is needed in the future)
- engagement with ACT Government directorates (see Appendix 4).

The planning for each district has considered different development scenarios, evaluated in terms of key elements such as transport accessibility, access to amenity and services and sustainability considerations, and refined to the preferred approach, which is documented in the district strategies.

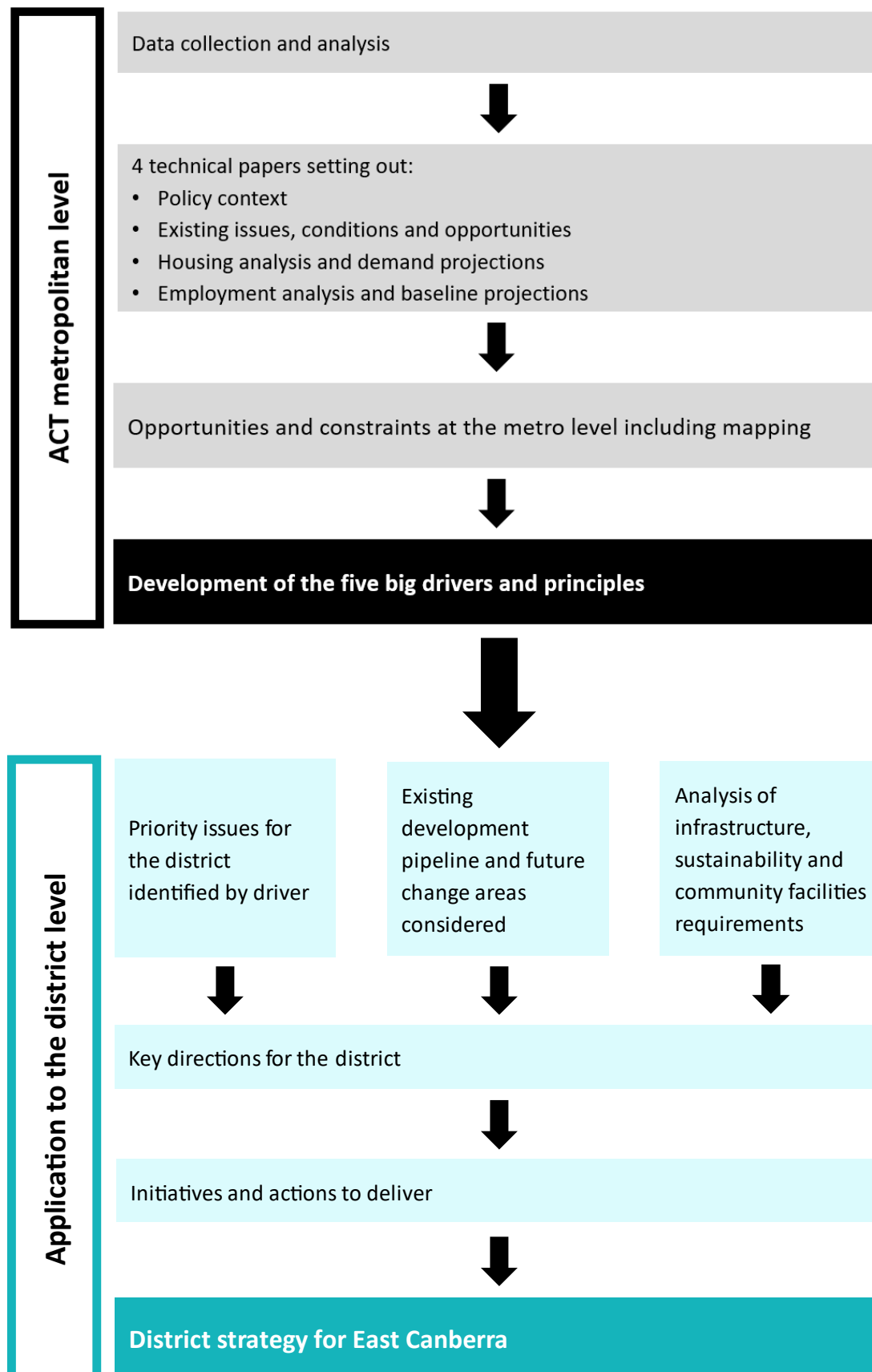
An overview of this methodology is provided in Figure 3.

Figure 2: District boundaries



Source: ACT Government and Tait Network, 2022.

**Figure 3: District strategies methodology**



## District strategies will be dynamic documents

This is the first version of the district strategies, which have been developed to reflect the available information and data. The strategies will be 'living documents' that can be regularly updated to reflect new ideas, projects, strategies or policies adopted by the Government, and updated Census data, population and employment projections. The legislation requires us to consider at least every five years whether a review of the district strategies is necessary.

**Note:** The data in this document refers to both 2016 and 2021 ABS Censuses as not all the 2021 Census data was available when the district strategies were prepared. Similarly, the population forecasts used to inform the housing and employment targets are those prepared by ACT Treasury in early 2022, which were prior to the release of the 2021 Census results.

The intention is to update the strategies when additional 2021 Census data is available and the ACT's population projections have been revised, so they reflect emergent trends and provide more detailed analysis of areas of potential future change and development.

## Time horizons for the district strategies

The 2018 ACT Planning Strategy identified a need for an additional 100,000 dwellings in the ACT over a 25-year period. **This estimate was based on historically high rates of growth observed in the ACT in the years preceding 2018.**

The most recent ACT Treasury population projections (prepared in early 2022 and based on 2016 Census data) and observed trends from previous ABS Census data suggest these rates of growth may not be sustained over the long term, with continued uncertainty around the impact of COVID-19 on migration levels and population growth. Modelling based on these population projections suggests that 100,000 additional dwellings in the ACT will be required through to around 2063.

As such, the district strategies address two time horizons:

- **2046** – a roughly 25-year horizon, when around 57,800 dwellings may be needed across the ACT
- **2063** – a longer term horizon when the 100,000 additional dwellings may be needed for the ACT

Planning for the longer-term 2063 horizon, in addition to the medium term in 2046, allows us to build in additional capacity for future growth in the right locations to respond to unexpected changes in demand and population growth. Longer term planning also allows for opportunities for alignment with delivery of crucial supporting infrastructure including major transport initiatives.

## How to use this document

The rest of this document is set up in four sections. A glossary of terms is provided at the end of the document.

### 2

## ACT metropolitan context

**Section 2 sets the scene for the preparation of the district strategies in the wider metropolitan context.** This includes: consideration of macro-level trends and issues that are affecting planning in Canberra and how we need to plan in future; the key themes that have emerged from consultation with the community; exploration of the existing demographics, housing stock and affordability, and employment characteristics of the ACT and each district; and identification of the potential future number of people and jobs that need to be accommodated in the districts.

### 3

## Five big drivers of district planning

**Section 3 describes the five big drivers at the metropolitan level that have guided the district planning:**

- Blue-green network
- Economic access and opportunity across the city
- Strategic movement to support city growth
- Sustainable neighbourhoods
- Inclusive centres and communities

Under each driver, the existing spatial context, opportunities and challenges, and a series of planning objectives are outlined, along with 10 key targets that will enable monitoring of delivery.

### 4

## Delivering the district strategies

**Section 4 outlines 12 implementation pathways that will be used to deliver the district strategies.** These pathways provide a program of action over the short, medium and long term, and are linked to the district-specific initiatives in Section 5. Not all of these pathways will apply in each district.

### 5

## District strategy for East Canberra

**Section 5 outlines the district strategy for East Canberra.** The district strategy sets out East Canberra's context and opportunities and constraints. It contains a district strategy plan and key directions for the district based around the five big drivers. The district strategy also describes a series of district-specific initiatives for each driver, principles guiding future development of selected key sites within the district, and the infrastructure that may be required to support the delivery of the district strategies.

## 2. ACT metropolitan context

The ACT Planning Strategy provides Territory-wide directions and considers the regional context that Canberra and the ACT sit within. While the district strategies consider that broader regional context, these district strategies focus on the ACT and, specifically, its nine districts.



Photo credit: ACT Government.

## Ngunnawal Country

The ACT is Ngunnawal Country and has been for tens of thousands of years. The foundational elements of this landscape are its geology, landform, flora and fauna, and the living culture of the Ngunnawal people.

These foundational elements of place are all the more important in the face of climate change and extreme weather. They must be understood aesthetically and practically in the context of the development of Canberra and nature in the city; and as part of Canberra's evolving urban structure.

### Planning on Ngunnawal Country

Planning for future development should begin with understanding of Country and its importance and connection for Ngunnawal people. Country is much more than just a place; it is the interconnections between Ngunnawal people, the landscape and all its values past, present and future. It is the lore, law, language and songlines of Country that guide Ngunnawal people in caring for Country.

The district strategies commit to supporting the health and wellbeing of Country, about which we have so much more to learn. If we commit to valuing, respecting and being guided by the Ngunnawal people – who know that if we care for Country it will care for us – then the learning journey gives us the best chance of success in caring for and connecting to Country as Canberra continues to develop. Respectful collaborations and conversations are needed with the Ngunnawal people where appropriate about Canberra's continued development. This includes recognition of Ngunnawal peoples' rights under the ACT Human Rights Act 2004 and delivery on the Closing the Gap, ACT Aboriginal and Torres Strait Islander Agreement and Reconciliation Action Plan targets.

The landform and terrain, waterways, vegetation and natural reserves of the ACT – and the native flora and fauna and humans it supports – are the living embodiment of Country. These landscape elements are also fundamental to Canberra's evolving urban structure. They frame and dictate the footprint of urban design and development. The principle of caring for Country and Country will care for you plays a significant role in the future design of the ACT.



#### Connecting to Country

Restoring Ngunnawal cultural places in the Ginninderra Creek catchment: Mulanggang Traditional Aboriginal Landcare Group and Ginninderra Catchment Group

Photo credit: Still 3:05; Restoring Aboriginal Cultural Places in the Ginninderra Catchment – Gubur Dhaura from Ginninderra Catchment Group on Vimeo.

<https://ginninderralandcare.org.au/aboriginal-landcare/>

## Macro trends and issues affecting planning

A range of broader, macro-level factors will influence how Canberra evolves.

The district strategies consider some of these factors and their potential implications and opportunities from a spatial and policy perspective. Many things have changed since the 2018 ACT Planning Strategy was developed, including trends and influences that may not have been evident at that time; many of the issues described below also need to be considered in more detail in metropolitan-level and other planning.

### Climate change

Climate change is a fundamental threat to our planet and existing way of life; it must be a primary consideration in all planning for cities. The district strategies should make sure:

- development in Canberra considers sustainability and carbon impacts, consistent with the ACT Government's target for net zero greenhouse gas emissions by 2045
- the city is resilient to the impacts of climate change, and that these are considered in the locations for and types of development
- public and open space is central to urban design and built form planning due to its multiple beneficial roles.

### Transport innovations and active travel

A range of transport innovations are emerging to provide flexible, reliable and sustainable options for Canberrans to travel. These innovations include the growing use of zero emissions vehicles – both private cars and in public transport networks – micro-mobility (e-scooters and e-bikes) and potentially in future, autonomous cars.

Growth in zero emissions vehicle use requires supporting infrastructure within our districts, noting particularly the ACT's phasing out of internal combustion engine vehicles from 2035.

Charging stations and other infrastructure may be able to be used to support local centres or integrate with community facilities. New housing can support reduced car use by encouraging walking and cycling friendly development and shared zero emissions vehicle access.

### City-shaping transport

Transport infrastructure has a crucial ability to shape and dictate the urban form of a city, particularly large projects such as light rail, high speed rail or major roads.

The locations of major transport infrastructure should consider elements such as accessibility to residents, accessibility to employment, efficient connections to the wider network and integration into the existing urban fabric. The ACT's future rapid transit network presents opportunities for development to align with improved amenity and accessibility within each of the districts.

### Future industries and employment

Our economy and ways of working are constantly evolving. The COVID-19 pandemic has had a particularly significant impact in some sectors; for example, more people working from home is changing how commercial floorspace is used. There may be a need for increased flexibility in how commercial floorspace is used and where it is located.

Planning needs to consider the types of employment the ACT will have in the future. The city's competitive advantage in knowledge-based

sectors will continue. As the city matures, more opportunities for industrial and ‘land-hungry’ employment uses may be required. Areas with more limited access to jobs and opportunities need to be considered to address spatial inequality.

### **Knowledge and innovation precincts**

Innovation precincts are urban areas that have networks of organisations, start-ups, research institutes, knowledge intensive business and education institutions. The presence of many tertiary education and other anchor institutions in the ACT presents logical opportunities for the development of innovation precincts.

Establishing these types of precincts will require consideration of the land uses surrounding universities and major hospital precincts within some districts, alongside other success factors including internal connections and balancing land diversity, liveability, amenity and affordability.

### **Retail**

Retail trends constantly evolve with consumer desires and expectations; this can influence the structure and character of centres. The COVID-19 pandemic has accelerated trends towards online shopping, shifting the offering of centres away from traditional retail formats and towards experience-based services and food.

There may be opportunities within districts to revitalise declining local centres by opening them to a greater range of uses that are compatible with residential development.

### **Role as the national capital**

Canberra has an important role as the national capital. This brings many advantages to the ACT: the tourism sector benefits from the presence of

significant cultural institutions, attractions and national landmarks; and the city is the home of the Australian Government. Many institutions, embassies, landmarks and events that relate to Canberra’s status as the national capital are concentrated in central Canberra; that is, the Inner North and City and Inner South districts respectively.

The National Capital Plan (NCP) and designated areas, administered by the National Capital Authority (NCA), have an important role to play in planning and shaping the development of the areas in which many of these institutions and landmarks sit, as well as other parts of the ACT.

The district strategies reinforce the location of the elements that contribute to Canberra’s role as the national capital. They maintain the Griffin design for the City Centre and surrounds, landscape, vistas and views, and promote ease of access to and provision of services and facilities for the functions of government and associated office areas.

There may be opportunities to build on the tourism features in other districts to distribute tourism-related benefits, such as Gold Creek, the National Arboretum and Mount Stromlo.

### **Post-COVID environment**

The COVID-19 pandemic has substantially impacted our way of life, although the long-term impact on our cities remains uncertain. Impacts have included altering our ‘ways of working’, our travel patterns and the functions of our centres, with more of a focus on ‘the local’ with more people working from home regularly.

The district strategies can reconsider the traditional roles of the City Centre and other centres in the ACT’s hierarchy, with a shift to providing a greater diversity of uses for local business and enhancing the ‘experiential role’ of centres.

There may be a greater need for flexibility in land uses in Canberra's commercial centres to respond to shifts in demand, particularly if remote working patterns continue.

There is a need to continue to monitor trends which may arise out of the pandemic that will need to be planned for in future.

### Housing affordability

Housing affordability remains a critical issue, with property prices and rents consistently among the

most expensive in Australia. While household incomes in Canberra are, on average, higher than other cities, this often masks the lack of affordable housing for those on lower incomes.

Housing affordability is a complex issue that cannot be solved by planning alone. The district strategies can consider ways to support housing affordability, such as requiring contributions to social and affordable housing within developments, facilitating housing choice and diversity, and locating future housing close to amenities and services to minimise other costs of living for residents.



Photo credit: ACT Government.

## What we have heard from the community

In 2021, the ACT Government held a series of face-to-face workshops in each of the districts so the community could share ideas about what is important in creating liveable, diverse, accessible, compact, efficient, sustainable and resilient districts.

These workshops identified four key themes for the planning for all ACT districts: **environment, infrastructure and transport, building and housing, and community amenity**. A summary of the feedback is provided for all districts in Table 1, with the findings specific to the East Canberra District provided in Section 5.

These themes have all been considered in the preparation of each of the district strategies.

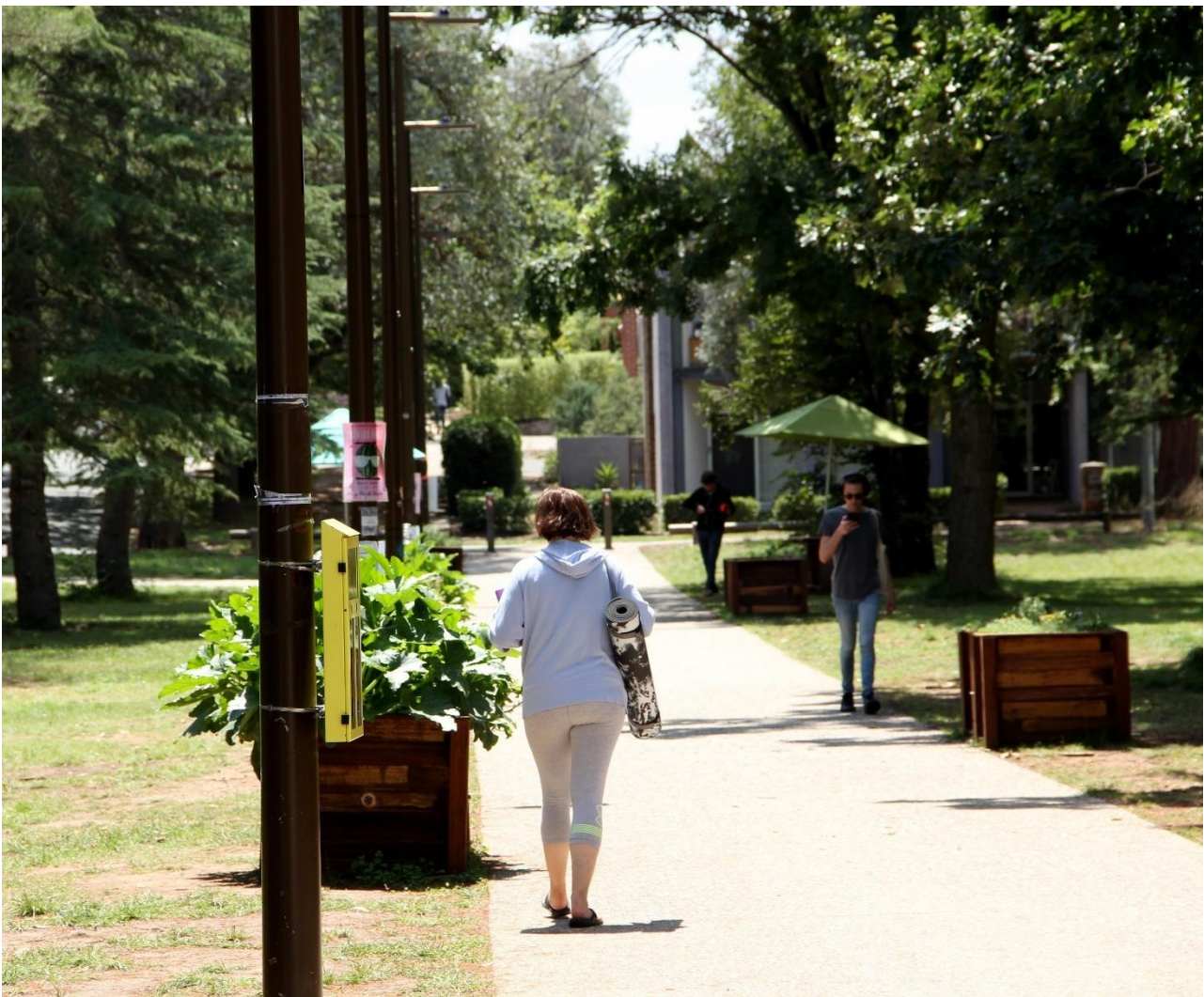



Photo credit: ACT Government.

**Table 1: Feedback from the community for all districts, 2021**

<b>Environment</b> 	<b>Infrastructure and transport</b> 	<b>Building and housing</b> 	<b>Community amenity</b> 
<b>Trees and planting</b> <p>Increase street tree and undergrowth planting to support wildlife and improve urban cooling.</p> <p>Develop urban/micro forests.</p>	<b>Foot and cycle paths</b> <p>Connect foot and cycle path networks, supporting interchange between transport modes.</p> <p>Upgrade paths and accessible paths.</p>	<b>Urban density</b> <p>Locate urban density near commercial centres complemented with greenspaces.</p> <p>Consider concerns about high volumes, tall buildings, and development quality.</p> <p>Prevent negative impacts of densification on infrastructure and services.</p>	<b>Education facilities</b> <p>Better connect planning and education to make sure capacity in response to increased residential densities.</p> <p>Connect to public transport, roads and active travel options.</p>
<b>Open green space</b> <p>Protect and activate reserves and green corridors, particularly in areas of housing density.</p> <p>Maintain views of hills and ridges.</p>	<b>Public transport</b> <p>Increase connection, frequency, sustainability and utilisation of the public transport network.</p>	<b>Housing diversity</b> <p>Provide diverse housing including public housing, affordable housing, ageing in place and family homes.</p>	<b>Employment and retail precincts</b> <p>Revitalise and enhance shopping precincts and amenities.</p> <p>Increase employment opportunities in urban centres.</p>
<b>Water sensitive urban design</b> <p>Monitor and manage water quality.</p> <p>Increase amenity at waterfront locations.</p>	<b>Roads</b> <p>Reduce congestion and increase traffic calming.</p> <p>Increase safety of people from roads.</p>	<b>Environmentally friendly</b> <p>Design and construct new buildings to high environmental standards.</p> <p>Provide solar access in higher density living.</p> <p>Integrate buildings with natural spaces.</p>	<b>Playgrounds and recreation spaces</b> <p>Renew and activate existing playgrounds, sporting areas and facilities.</p>
	<b>Parking</b> <p>Retain parking.</p> <p>Recommend additional parking locations such as park and ride.</p> <p>Plan for new developments to make sure suitable parking within the development.</p>	<b>Significant places</b> <p>Plan sites to preserve and enhance their significance.</p>	<b>Inclusivity</b> <p>Integrate and educate about diverse groups including disability, Culturally and Linguistically Diverse (CALD), Aboriginal, religious and various age groups.</p> <p>Encourage inclusive community facilities.</p>
			<b>Community spaces</b> <p>Renew and activate existing spaces.</p> <p>Create new public spaces including cultural and religious facilities, meeting, volunteer and event spaces.</p> <p>Support needs of all age groups.</p>

Note: The feedback in Table 1 is taken directly from consultation and as expressed by participants.

## Existing characteristics of the ACT and districts

The district strategies require an understanding of the existing context of the ACT in terms of its demographics, housing stock and affordability, and employment specialisations.

The district-by-district snapshot in the following pages provides a comparison of these factors between districts. **The differences between districts further emphasises the need for a more spatially-focussed planning approach to respond to the cultural and natural heritage places, and characteristics and important considerations for each district.**

**Note:** The data used in this section refers to both 2016 and 2021 ABS Censuses (at the ABS Statistical Area 3 level) as not all the 2021 Census data was available when the strategies were prepared. The intention is to update the district strategies when additional 2021 Census data is available and the ACT's population projections have been revised.

### Population

Of the districts, Belconnen had the largest share of population in the ACT at 23% as of the 2021 Census, followed by Tuggeranong and Gungahlin (see Figure 4). The age profile differs between districts (see Figure 5), with the Inner North and City having a larger share of young adults (20–29 years age group) compared to the other districts, and Weston Creek, Woden and the Inner South having the highest proportions of retirees (over 65 years age group).

### Dwellings and housing

Separate houses remain the dominant type across the ACT at 63% of dwellings in 2021, with Tuggeranong (82%), Weston Creek (80%) and Belconnen (69%) having the highest proportions (see Figure 6). However, the share of households living in semi-detached and apartment dwellings is rapidly increasing, reflecting trends such as decreasing household sizes and affordability, noting there is ongoing demand for separate houses. The proportion of semi-detached housing types is generally consistent across the districts, with Molonglo Valley (24%), Gungahlin (21%), Woden (20%) and the Inner North and City (18%) having a higher proportion than the ACT as a whole (17%).

#### Dwelling types

- In this analysis, 'separate house', 'medium density' and 'high density' refer to different development typologies, which may be different to how these terms are used in other contexts.
- **Separate house** refers to detached dwellings, typically on single blocks in areas zoned for low density residential.
- **Medium density** refers to attached and semi-detached dwellings (such as dual occupancies, townhouses and the like) and low-rise apartments.
- **High density** refers to apartment typologies of more than three storeys in height.



Separate houses

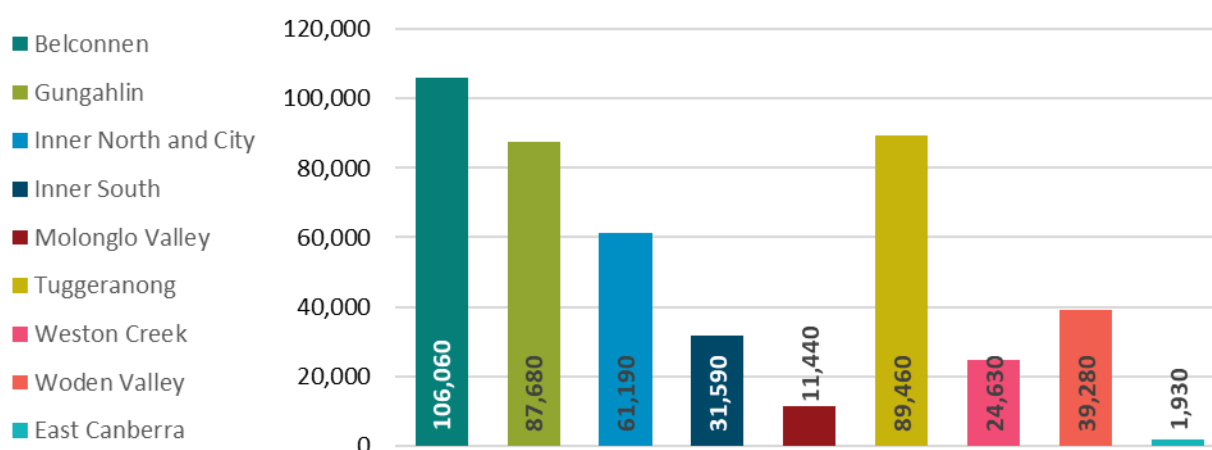


Medium density

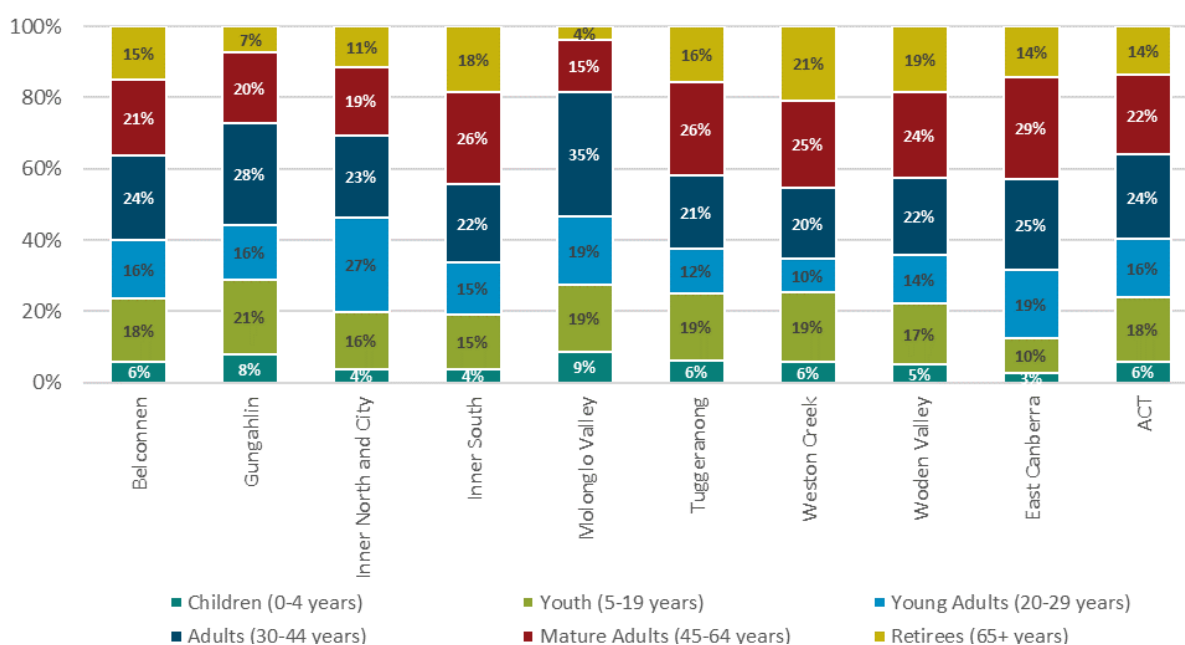


High density

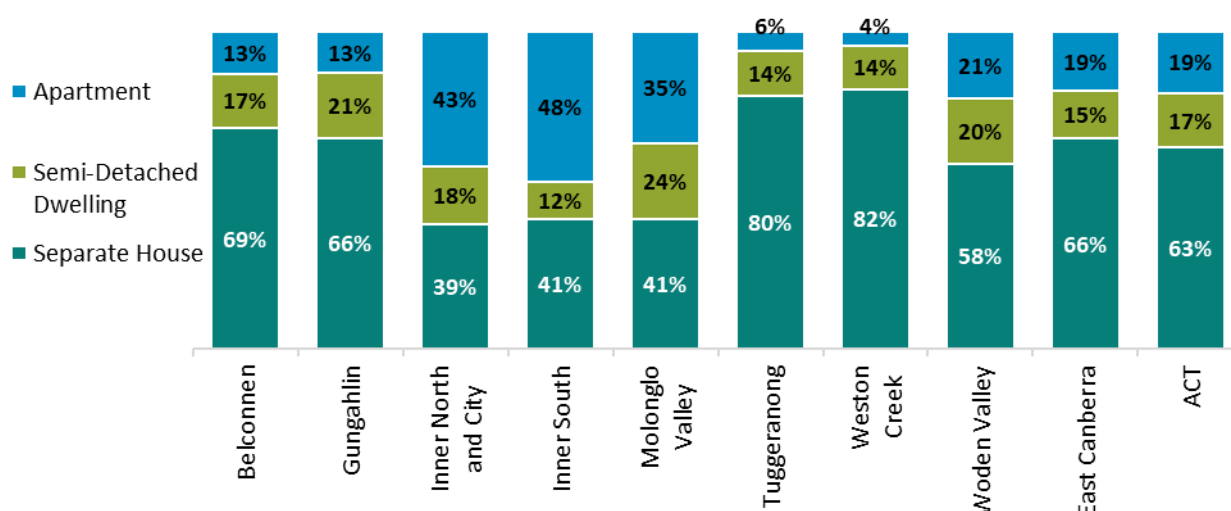
**Figure 4: Total population by district, 2021**



**Figure 5: Age profile by district, 2021 – proportion of the population by age group**



**Figure 6: Housing types by district, 2021 (excludes 'other' dwelling types) – proportion of total dwellings**



Note: data based on Statistical Area 3 (SA3) boundaries. Percentages may not add to 100% due to rounding.

Around 31% of ACT households were renting as of 2021. Rental households are said to be in housing stress if they spend 30% or more of their income on housing. The 2021 Census data suggests that besides East Canberra (which has a very small population overall), Belconnen has the highest proportion of rental households in rental stress (25%), followed the Inner North and City and Tuggeranong (both 24%); all are above the average (23%) across the ACT (see Figure 7).

## Employment

Of the 220,000 jobs across the ACT (as of 2016), the Inner North and City had the highest share (31%), followed by the Inner South (22%) (see Figure 8). Among the districts with town centres, Gungahlin had the smallest share of jobs at 6%.

### Employment industry types

Employment types have been grouped into four broad industry categories (see Table 2) based on 1-digit Australian and New Zealand Standard Industrial Classification (ANZSIC) used by the ABS – industrial, population serving, knowledge intensive and health and education.

In terms of industry types, knowledge intensive jobs make up around half of the ACT's employment, with the Inner North and City having the largest share (see Figure 9).

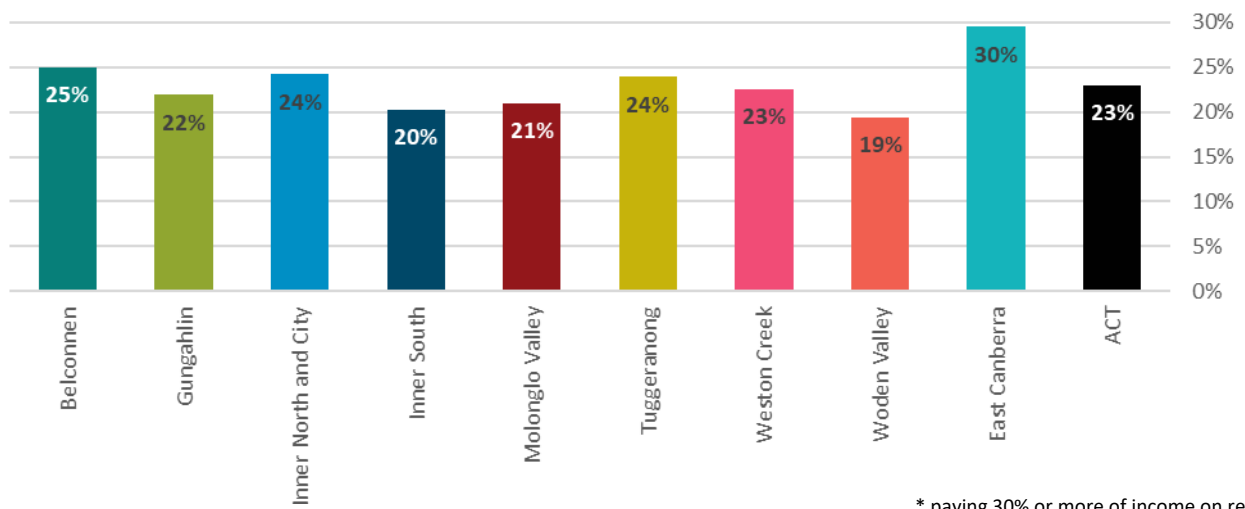
Population serving jobs (including construction, retail and hospitality) make up the largest share in Molonglo Valley (noting it currently has no town centres or group centres which would influence this) followed by Gungahlin.

The largest shares of health and education employment are in Weston Creek and Woden, influenced by older populations and employment at Canberra Hospital and ACT Government offices. Industrial employment has the smallest share, concentrated in established industrial precincts in the Inner South, Gungahlin and East Canberra.

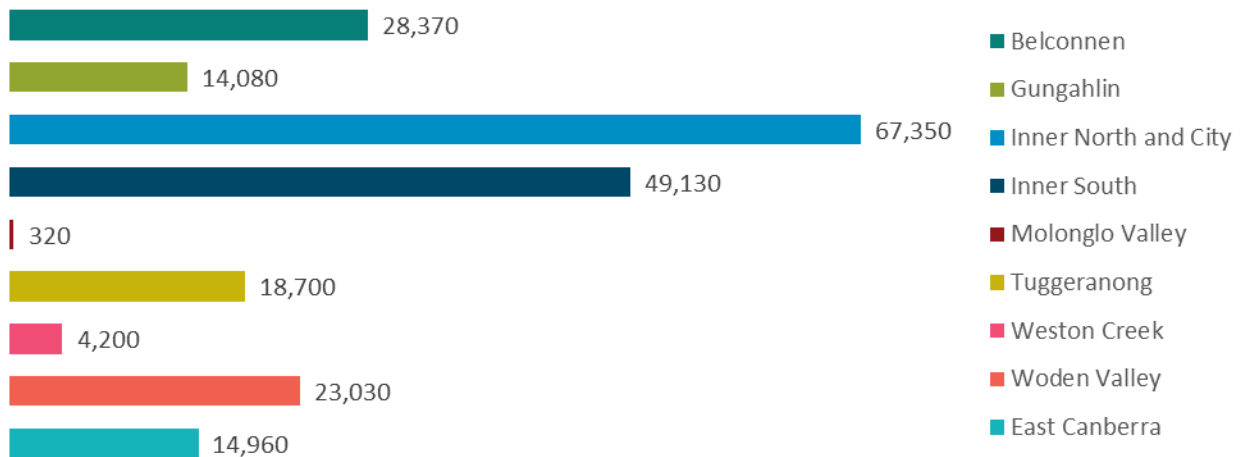
**Table 2: Four broad industry categories for employment**

Industrial
Agriculture, forestry and fishing
Mining
Manufacturing
Wholesale trade
Transport, postal and warehousing
Population serving
Construction
Retail trade
Accommodation and food services
Arts and recreation services
Other services
Knowledge intensive
Information media and telecommunications
Financial and insurance services
Rental, hiring and real estate services
Professional, scientific and technical services
Administrative and support services
Public administration and safety
Health and Education
Education and training
Health care and social assistance

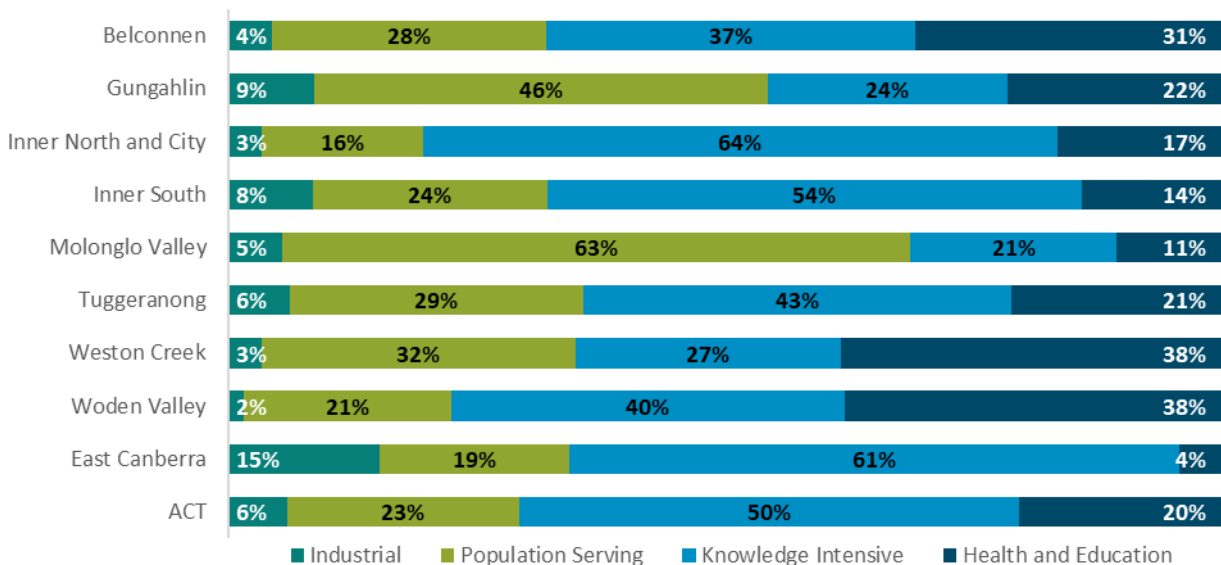
**Figure 7: Proportion of rental households in rental stress\* by district, 2021**



**Figure 8: Age profile by district, 2021 – proportion of the population by age group**



**Figure 9: Proportion of jobs by industry type by district, 2016 (note: 2021 Census data not yet available)**



Note: data based on Statistical Area 3 (SA3) boundaries. Percentages may not add to 100% due to rounding.

## Planning for population and jobs

The district strategies use projections on the number of people and jobs that might be accommodated in the future. These are a starting point for land use and infrastructure planning, but initiatives in the district strategies will also influence future growth.

**Note:** The data and forecasts in this section are based on population projections from early 2022, which were prior to the release of the 2021 Census results. The intention is to update the district strategies when additional 2021 Census data is available and the ACT's population projections have been revised, so they reflect emergent trends and provide more detailed analysis of areas of potential future change and development.

### Projected population

Understanding where the population is projected to grow or change helps the government plan for where housing, employment and infrastructure will be needed. Existing projections suggest the population will increase by around 135,000 people across the ACT by 2046 (a 31% increase on 2021). Some districts will see more growth than others, with the Inner North and City expected to have the largest share of the growth, apart from the greenfield area of Molonglo Valley. Over this time, the age profile is also projected to shift, with an increase in the proportion of people in the retiree age bracket (aged over 65 years).

### What does this mean for housing?

Housing demand modelling was undertaken to establish the potential future dwellings in each district to cater for the projected population growth, with adjustments to recognise prospects for future additional dwellings. This modelling used the population projections combined with observed trends and propensities in ABS Census data over time to identify the number and type of dwellings that may be required; categorised as separate houses, medium-density dwellings and high-density dwellings.

As noted above, this modelling identified a need for around 57,800 new dwellings across the ACT in 2046, reaching 100,000 new dwellings in 2063.

Assuming the ACT's target for 70% of new dwellings to be within the existing urban boundary, **this means a target of around 40,500 new dwellings in infill areas by 2046 with 17,300 in greenfield precincts and, by 2063, 70,000 infill and 30,000 greenfield dwellings respectively.**

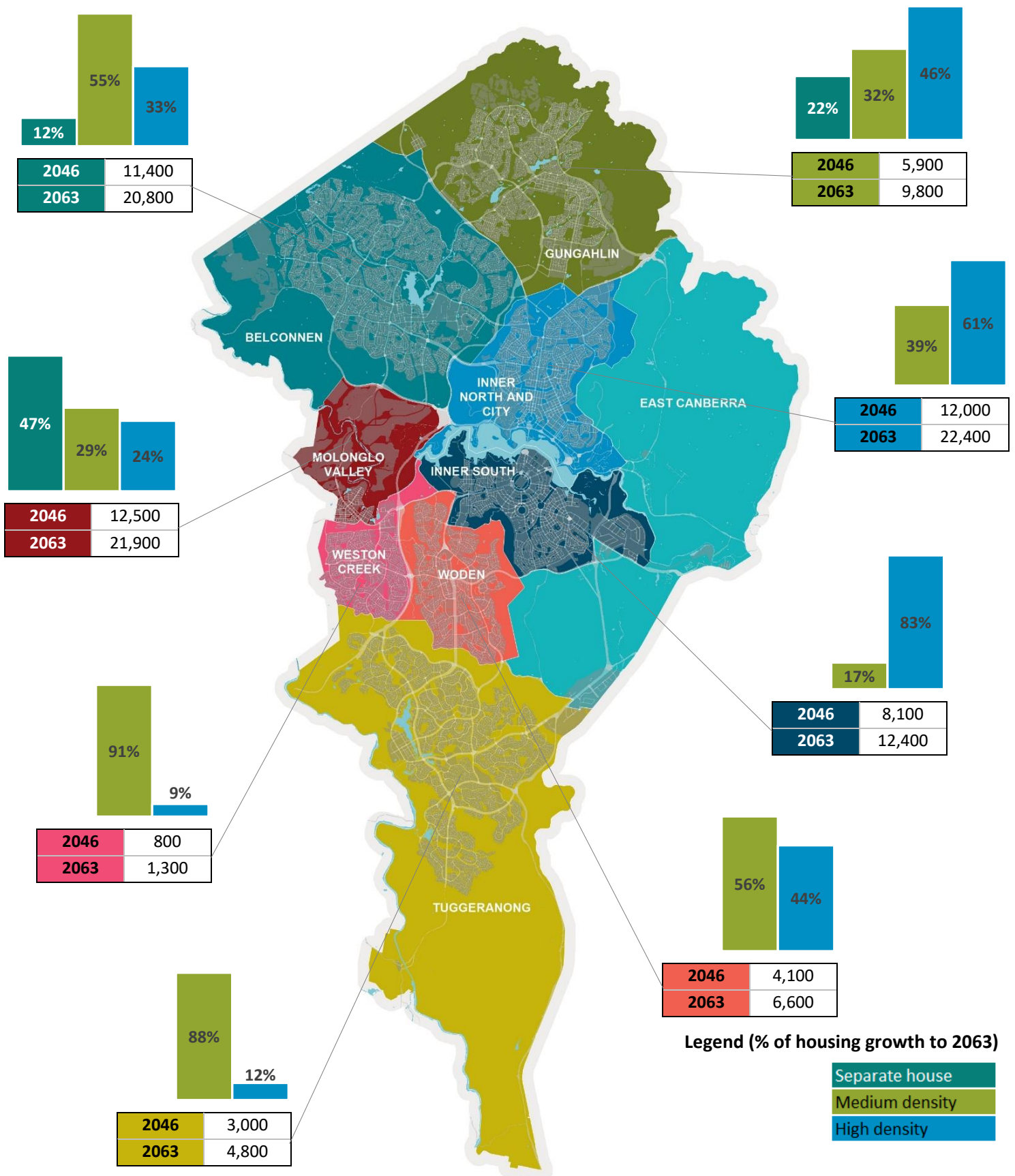
### Distribution to districts

This overall dwelling growth has been allocated into the ACT's districts in alignment with the population in ACT Treasury's projections (note – this is not necessarily where new housing *should* go). The resulting dwelling targets for the longer-term (2063) horizon for each district are shown in Figure 10. Most growth in dwellings is projected in the Inner North and City (22%), Molonglo Valley (22%) and Belconnen (21%) districts.

The district strategies consider the housing targets in identifying areas for potential change across the city, including **infill areas**, while also having regard to greenfield precincts that are actively being planned by the ACT Government.

Focussing on urban growth opportunities within the existing urban area reduces the environmental consequences of continued urban expansion and reflects emerging changes in how we are living, including in smaller households, and what is affordable in relation to not only housing type but also location.

Figure 10: Potential future housing demand, based on recent population projections, 2046 and 2063



Note: More detailed planning will determine where future development will be allocated. This is likely to depart from the future dwelling distributions shown here. Housing modelling has not been undertaken for East Canberra.

Source: ACT Government and SGS Economics and Planning, 2022.

## What does this mean for employment?

Modelling was undertaken to develop baseline employment forecasts by employment area across the ACT to help guide the district spatial planning at a strategic level. The forecasts have identified notional job targets for key employment areas, including the town, group and local centres and other precincts such as industrial areas. The forecasts account for employment that is:

- generated by population growth and new housing – jobs associated with population services like retail and hospitality
- strategic employment – less focussed on a local population catchment, such as large government offices or industrial precincts.

The modelling utilised the ACT's population projections and trends observed in Census data for employment and industry types, the spatial distribution of jobs across the ACT's centres and other employment precincts, and other more recent ABS data to forecast the future level of growth across the ACT by employment type. The employment forecasts can be used to understand and plan for the type and amount of floorspace that may be needed in locations in future.

**The resulting employment forecasts for the ACT show a target of around 85,000 additional jobs by 2046, and another 57,000 jobs between 2046 and 2063 (the longer term planning horizon).**

## Distribution to districts

The projection of additional jobs in each district is shown in Figure 11. The allocation is influenced by the existing distribution and location of jobs between centres and other employment areas within the ACT (based on the 2016 Census). Over the projection periods employment will grow in the Molonglo Valley as it develops. The central city area shared between the Inner North and City and Inner South is projected to see the largest share of jobs given the presence of major employment precincts in those districts.

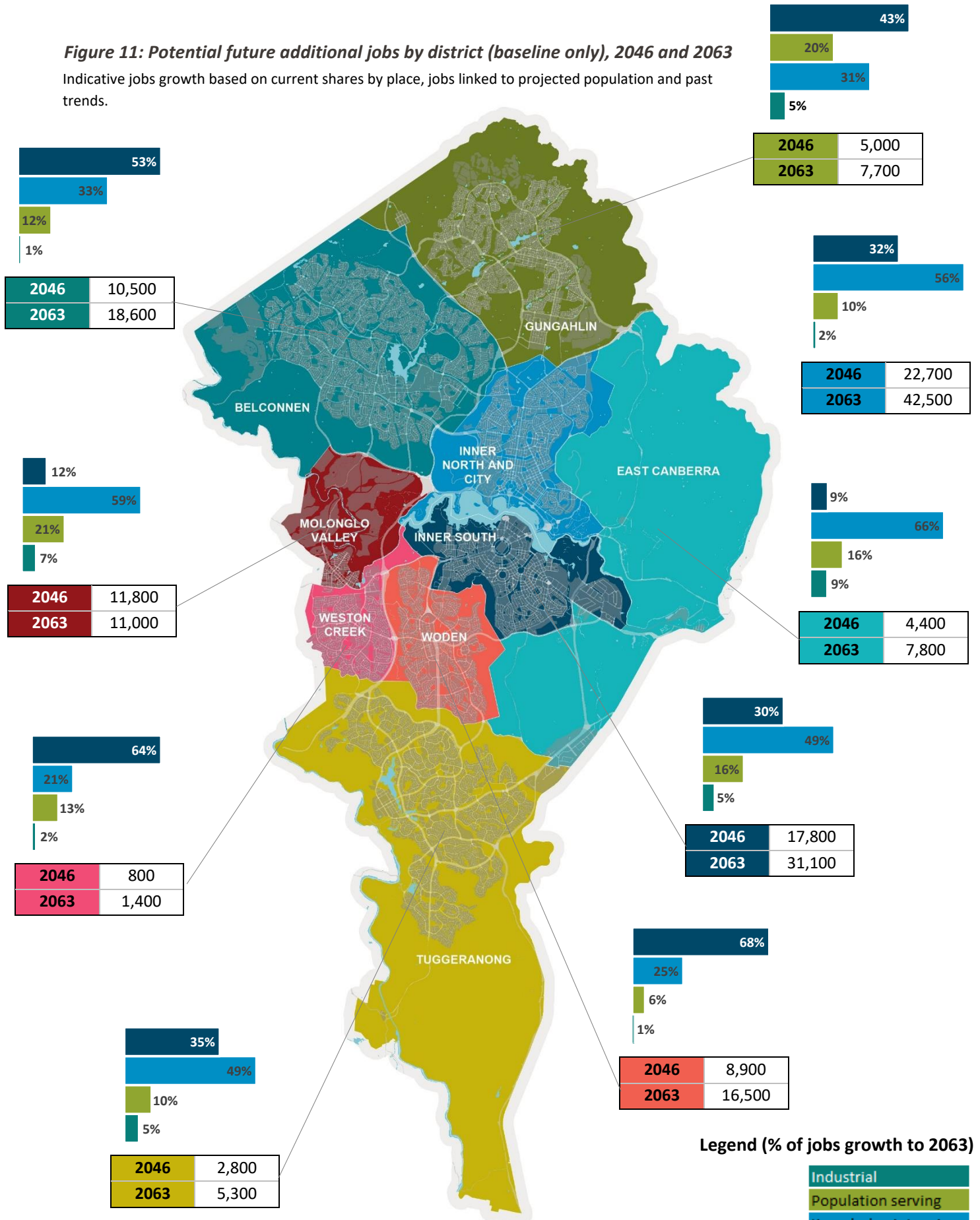
Where used for centre or precinct planning, the forecasts should be considered a baseline or a minimum. Areas and centres where the district strategies have identified policy aspirations for a particular focus on generating additional employment beyond these baseline forecasts are also indicated in the district-specific section (see Section 5).

**Note:** The analysis of potential employment futures is linked to the population projections from early 2022, which were prior to the release of the 2021 Census results. The district and place allocations draw on the 2016 spatial distribution of employment.

The intention is to update the district strategies when additional 2021 Census data is available and the ACT's population projections have been revised, so they reflect emergent trends and provide more detailed analysis of areas of potential future change and development.

**Figure 11: Potential future additional jobs by district (baseline only), 2046 and 2063**

Indicative jobs growth based on current shares by place, jobs linked to projected population and past trends.



Source: ACT Government and SGS Economics and Planning, 2022.

Note: excludes small number of jobs in areas outside of the nine districts.

### 3. Five big drivers of district planning



Photo credit: ACT Government.

## Objectives for the district strategies

In preparing each district strategy, a range of ‘planning and design objectives’ were applied. These objectives were informed by the proposed growth of each district, the spatial context and existing challenges and opportunities.

The vision of the 2018 ACT Planning Strategy is for Canberra to be a sustainable, competitive and equitable city that respects Canberra as a city in the landscape and the national capital, while being responsive to the future and resilient to change. The Planning Strategy has the following five related themes.

1

### Compact and Efficient City

- Grow mostly within our urban footprint or in areas close to our footprint
- Maintain environmental values
- Use infrastructure effectively to support an efficient, sustainable and liveable city

2

### Diverse Canberra

- Celebrate our culture, uniqueness and difference
- Be innovative and continue to diversify
- Support a city structure that strengthens our economy, and the economy of the region

3

### Sustainable and Resilient Territory

- Adapt to a changing climate and establish resilience in our built forms, infrastructure and natural assets
- Look after natural resources
- Support the transition to net zero carbon emissions by 2045

4

### Liveable Canberra

- Create cohesive communities through good design, amenity and connectivity
- Be socially and culturally inclusive
- Support housing diversity for greater choice

5

### Accessible Canberra

- Provide equitable access to all that the city has to offer
- Include more options to move around in a connected and fair city
- Better integrate land use and transport planning

## Five big drivers

To translate the vision and directions of the Planning Strategy to the district level, planning and design objectives were developed and applied under the following **five big drivers**.

These drivers and the district planning consider not just where development may happen, but the social, environmental, economic, transport and amenity factors that are also essential to creating liveable places. New development should be supported by appropriate community facilities, transport and other infrastructure, and employment opportunities. Avoiding and mitigating further impacts on our natural environment and open spaces must be considered.

*Figure 12: The five big drivers of district planning*



The following pages consider the existing spatial context and opportunities and challenges at the metropolitan level for each of the five big drivers and outline the associated objectives for the district planning. **These objectives have guided the approach to the planning work and will, in turn, guide what is expected of future development across all the districts.**

The Planning Strategy themes that each objective responds to are highlighted by the numbering in the objectives table for each of the five big drivers.

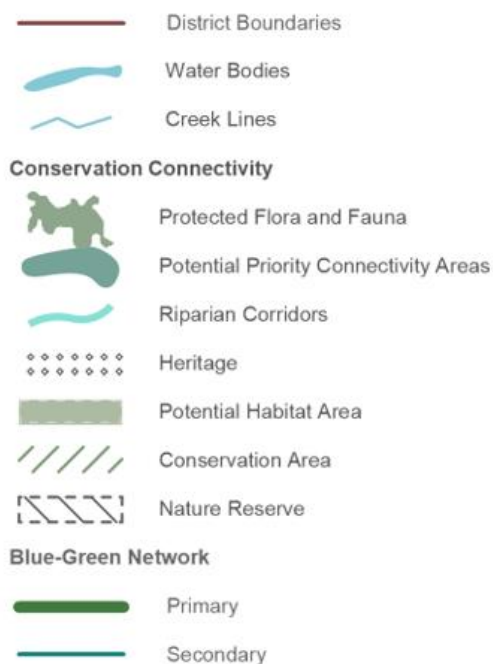
# Blue-green network

Ecological sustainability integrates the protection of natural environment values with respect, protection and support for cultural systems and values.

The ACT is exemplary in conserving more than 70% of its 236,000 hectares in formal nature reserves and national parks. An additional 6,600 hectares is public urban open space that contributes considerably to residents' wellbeing. Many important environmental and cultural values occur on sites across the urban area and are highly valuable as they support threatened ecosystems, provide habitat for native species or facilitate habitat connectivity.

Integration of formal and informal conservation areas with the evolving urban structure can include a well-designed 'blue-green' infrastructure network. This network is founded on the landscape context and paths, cycleways and recreational open space. It facilitates community wellbeing, links towns and urban areas and supports natural and cultural values. Such access allows people to understand and build their awareness of their city within its broader natural and cultural contexts and to be participants contributing to the character, conservation, stewardship and enjoyment of place.

## LEGEND

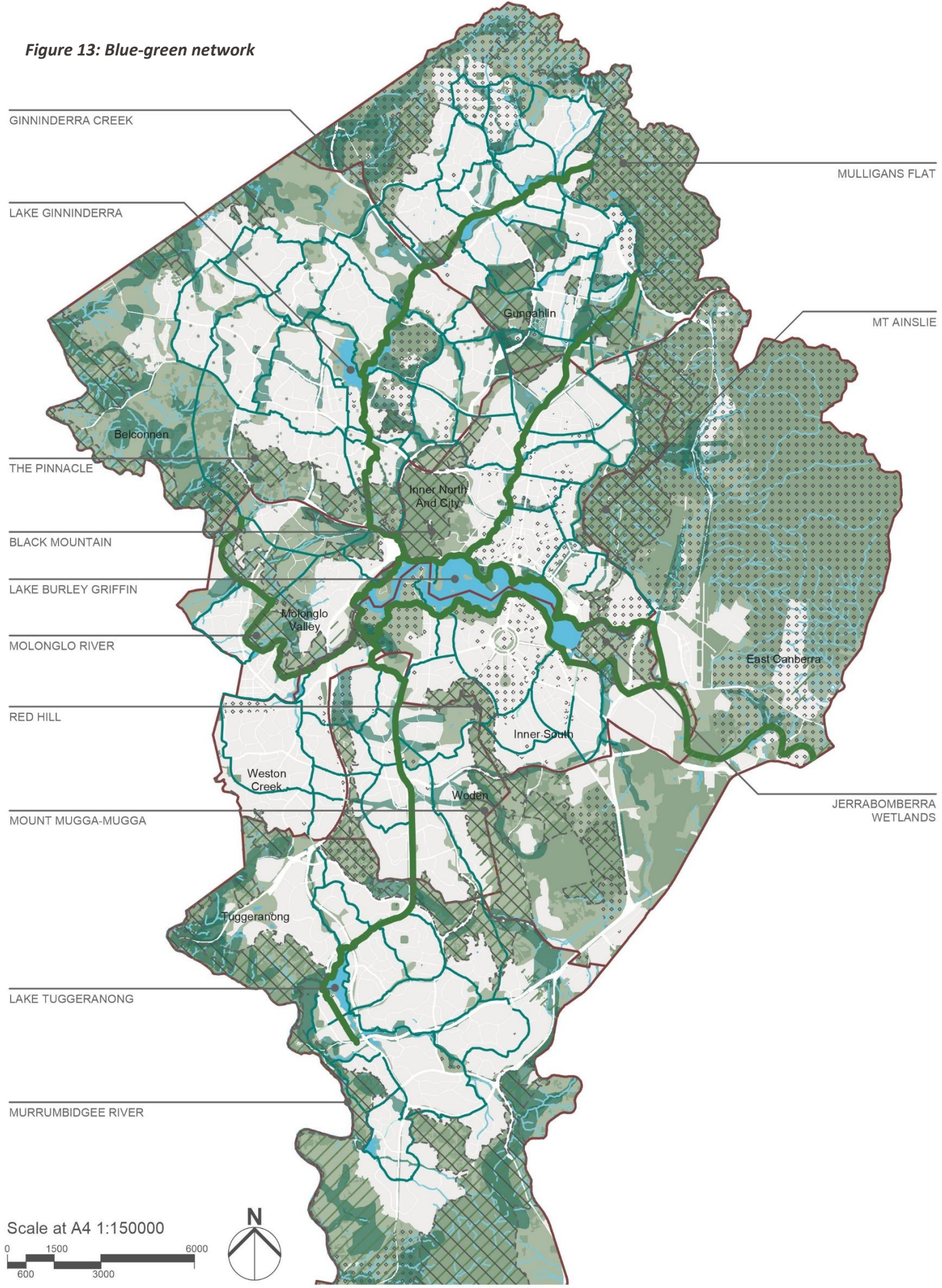


*Primary network:* spans Canberra, along the waterways which bring life to this place – the Molonglo River, Sullivan's Creek, Ginninderra Creek and Yarralumla Creek.

*Secondary network:* intersects with the primary network through and between districts, building upon the existing active travel networks.

*Blue-green connections:* extend liveable blue-green network by establishing priority connections.

Figure 13: Blue-green network



## The blue-green foundation for development

The **primary network** spans Canberra's landscape and waterways giving life to this place, providing cultural pathways and resources for Ngunnawal ceremony and cultural practices. It includes the Molonglo River, Sullivan's Creek, Ginninderra Creek and Yarralumla Creek, amongst others.

This primary network provides functions for recreation and active travel, where this is consistent with the role of these corridors and places for biodiversity, as well as flood conveyance and storage, stormwater treatment and tree canopy. The network welcomes all Canberra's residents and provides the opportunity to celebrate Traditional Custodians' cultural connection and understanding of Country as the region's first people.

The **secondary network** intersects with the primary network to connect through and between districts while building upon the existing active travel network. These secondary connections reflect the specific layout and characteristics of each district. Their design will enhance and generate new corridors between places, both for people and for biodiversity.

Together, the primary and secondary networks create a liveable blue-green network, intersecting with existing networks (public transport and streets, urban reserves and public open space) at new junctions with potential for place making and enhancing the community's understanding and connection to Country. The ACT's active travel network supplements this as the **tertiary network** in local streets and places (illustrated at the district level in Section 5).

Sitting alongside these networks are connections and areas for conservation and biodiversity. Where human recreation opportunities and conservation and biodiversity values can be appropriately integrated, primary or secondary liveable blue-green network extensions should be contemplated as Canberra develops.

## Planning should reflect aims and initiatives in ACT Government policies

District planning does not take precedence over other Government plans and policies, but instead supports and enhances the objectives and initiatives for our environment and cultural heritage as set out in key documents including the [ACT Nature Conservation Act 2014](#), ACT Nature Conservation Strategy, ACT Water Strategy, ACT Climate Change Strategy 2019–25, national park and nature reserve plans, the draft Mature Native Trees Action Plan and Canberra's Living Infrastructure Plan: Cooling the City (2019), amongst others. The Environment, Planning and Sustainable Development Directorate (EPSDD) also has Closing the Gap and reconciliation action plan commitments and is developing a cultural resource management plan to support Ngunnawal people to care for Country.

## Ecology and heritage

The heritage and ecological qualities of the ACT are special and need to be respected and protected. This includes threatened and protected species, threatened ecological communities, nature reserves and national parks, and priority areas for a biodiversity conservation network, habitat connectivity and environmental restoration. It also includes heritage places – both Aboriginal and European – and intangible living cultural values.

The protection of heritage and biodiversity values is mandated by ACT Government and Australian Government law and should be a primary consideration in all planning and development decisions.

**Table 3: Objectives for district planning – blue-green network**

Alignment to Planning Strategy themes	Objectives
2 3	<b>Plan and design with Country</b> – Plan with the Ngunnawal Traditional Custodians of Country to protect, restore and manage sites of cultural significance through Connecting to Country conversations with the Ngunnawal knowledge holders as appropriate.
3	<b>Restore, protect and expand the ‘blue’ network</b> – Take opportunities to restore, protect and expand the quality of water courses and riparian corridors, creeks and wetlands, including by implementing and maintaining water sensitive urban design (WSUD) initiatives in new public space and infrastructure.
1 3 5	<b>Build on the urban structure, heritage and the ‘green’ network</b> – Build on Canberra’s Griffin legacy and urban street hierarchy by integrating nature in the city, ecological sustainability, bio-diversity sensitive urban design (BSUD), wildlife habitat corridors and 30% surface permeability.
3 4	<b>Expand opportunities for human movement through the blue-green network where compatible with conservation and biodiversity values</b> – Protect nature reserves, urban parks and open space areas while integrating as part of the ‘urban experience’ for public enjoyment and recreation appropriate to the nature of the space at the ACT, district and local scales while recognising that some spaces and connections are required for conservation outcomes and may not be suitable for recreational uses.
3 4	<b>Maintain and expand urban tree canopy cover</b> – Maintain and expand vegetation cover and permeability in private and public open space for its habitat, biodiversity and ‘cooling’ values while avoiding and minimising bushfire risk.

# Economic access and opportunity across the city

Providing better access to economic opportunities closer to home can be achieved by: enhancing the ACT's hierarchy of employment centres; building on clusters of advanced health, education, science, technology and sports activities to develop innovation precincts; and providing direct and faster public transport connections. Contemporary centres that attract people are typically characterised by a mix of uses and a diversity of building forms, size, type and affordability.

Accommodating future industrial land in existing and new industrial precincts will add to economic diversity and growth.

## LEGEND



### Economic Precincts



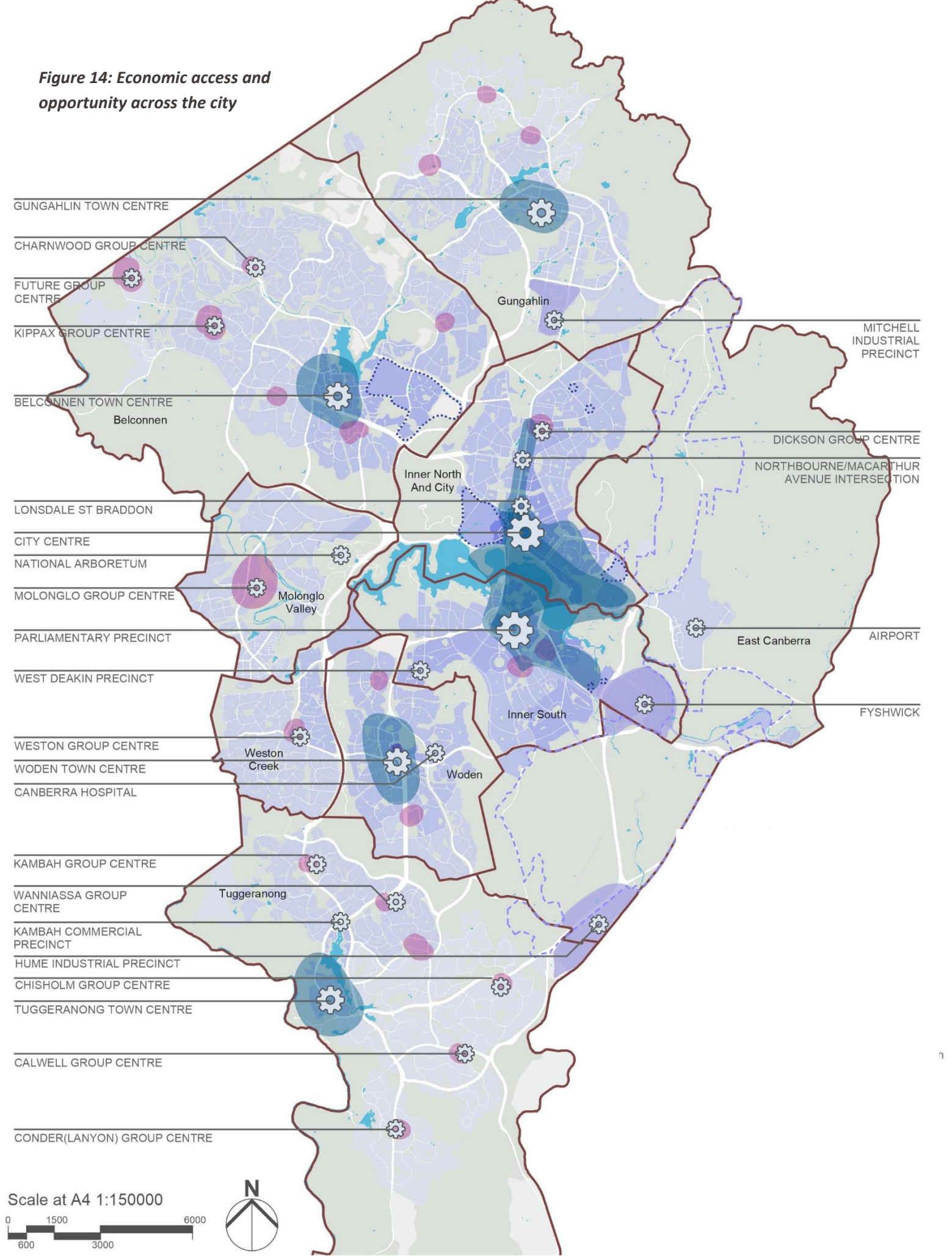
### Relative Access to Jobs



*Innovation precincts:* areas with clusters of key employment uses and anchor institutions, such as hospitals, university campuses and science hubs, and elite sports precincts, where planning will seek to better integrate built form, movement and connections to contribute to economic growth, economic diversification and collaboration.

*Economic and employment focus:* locations where planning and other initiatives will support Canberra's key economic nodes and precincts as well as strengthening selected town and group centres to provide more economic opportunities and jobs closer to home.

Figure 14: Economic access and opportunity across the city



## **Established hierarchy of centres (City Centre and town, group and local centres)**

The existing hierarchy of centres is intended to provide a focus for retail, services and employment and encourage a multi-centred urban structure. However, many of Canberra's existing and emerging concentrations of office employment and other key assets are not contained to these centres. At the same time, many smaller centres are declining, with higher vacancy rates, lower patronage and reduced economic output.

### **Impact of out-of-centre development**

Areas such as Canberra Airport have grown as employment locations, including campus office precincts. While these office precincts are important areas for business and economic growth, they are outside the centres hierarchy and disperse employment more widely. The Parliamentary Zone and surrounds contain major Australian Government and other offices hosting core employment. However, Australian Government decisions on office locations and staffing levels may not align with the ACT Planning Strategy or the desired hierarchy of centres.

### **The City Centre's key role**

The City Centre continues to have a key role in Canberra's economy. It is increasingly the pre-eminent location for knowledge jobs, major retailing, hospitality and entertainment activities. Creative and cultural uses are also concentrated in and around the City Centre.

## **Other major employment centres and hubs**

Canberra Airport plays a critical economic role and will continue to develop as an aviation and business hub. Hospitals, health hubs, university campuses, science hubs and even sports precincts across the ACT are also emerging as key employment centres.

They provide an opportunity to further develop as innovation precincts. Canberra also has a range of major attractions and national institutions, reflecting the city's role as the national capital and providing significant tourism and visitor opportunities that benefit the ACT economy.

### **Importance of industrial areas**

There is a low share of jobs in industrial-based employment sectors but this may grow in future along with growth in the population and the economic diversity of the city. The industrial precincts of Fyshwick and Mitchell are therefore critical as locations for basic urban services (activities that are important to the functioning of cities) and future growth prospects, while Hume also provides a region-wide hub for higher-impact industrial activities and freight and distribution functions. These areas should be protected from encroaching commercial, residential and retail uses that could be accommodated in centres. Demand for future industrial land uses needs to be accommodated in these existing areas and in new industrial precincts which will be identified where possible, to add to Canberra's economic diversity.

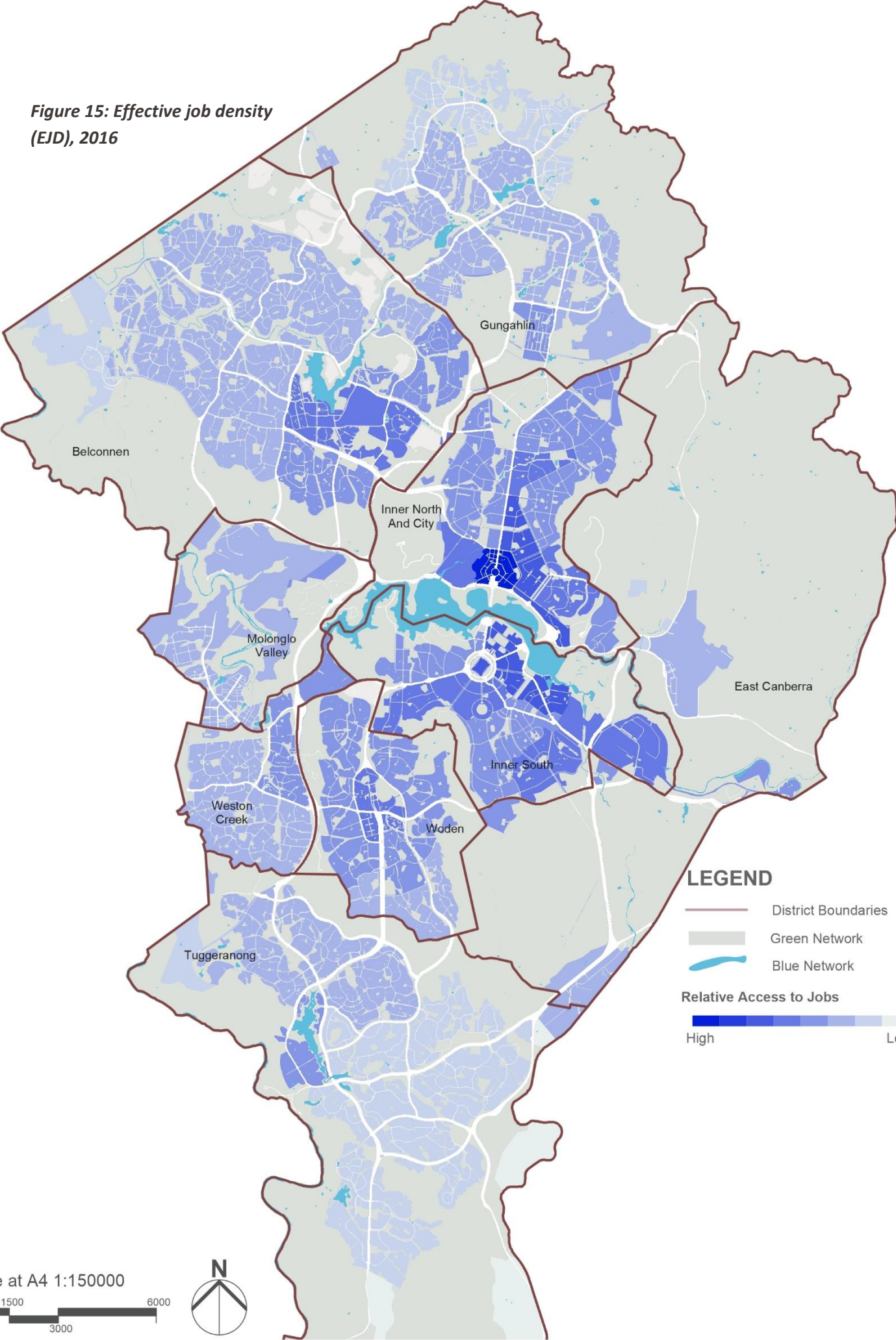
## **Concentration of employment and disconnect with where people live**

The existing spatial distribution of employment centres and economic drivers are highly concentrated in the East Canberra, Inner North and City, and Inner South districts while the public transport network is focussed on travel to the central and inner employment hubs. Analysis of 'Effective Job Density' (a measure of access to jobs – Figure 15) shows that residents in Canberra's central areas – particularly the Inner North and City, Inner South, Woden and the east of Belconnen – have the best access to employment. Residents in the northern parts of Gungahlin, Tuggeranong and northern and western Belconnen typically have the lowest proximity and access to jobs.

## **Flow on and compounding effects in access and opportunity**

This disconnect between where people live and their relative access to a pool of employment makes a difference to the life opportunities of residents in the areas with less access. The spatial disadvantage in terms of access to jobs is sometimes compounded by relative socio-economic disadvantage. Socio-economic indicators below the Canberra average are typically found and concentrated in selected outer suburbs (see Figure 22 under the Inclusive centres and communities driver). To address this spatial disconnect between job concentrations and residential locations, the district strategies plan for and support more jobs being available locally, including in the town centres and centres in greenfield precincts and outer suburban areas, as well as enhanced access to existing key employment centres in central Canberra via the transport network.

Figure 15: Effective job density (EJD), 2016



Scale at A4 1:150000

**Table 4: Objectives for district planning – economic access and opportunity across the city**

Alignment to Planning Strategy themes	Objectives
1 2	<p><b>Reinforce the pre-eminent City Centre</b> – Reinforce the City Centre as the pre-eminent commercial, retail, entertainment and accommodation location in the heart of the city.</p>
2 4	<p><b>Provide jobs close to home in town and group centres</b> – Reinforce and concentrate services, retail and office development in town and group centres, reinforcing the idea of what is sometimes referred to as the '30-minute city' (see ACT Transport Strategy) with a particular economic and employment focus on:</p> <ul style="list-style-type: none"> <li>• regional/district office development, civic and cultural investment in Gungahlin, Belconnen, Woden, Molonglo Valley and Tuggeranong</li> <li>• district and local retailing, service and enterprises in group centres in areas with poor job access.</li> </ul>
1 2 4	<p><b>Integrate future employment floorspace to meet job aspirations</b> – Build sufficient capacity for employment floorspace into planning controls in town and group centres, including light industrial. This can be aligned with projections and aspirations for employment growth.</p>
2 5	<p><b>Support public and active transport and public domain with amenity in centres</b> – Provide local public/active transport networks and public domain treatments that support liveability/amenity within and between all centres including tree canopy cover and cool public spaces.</p>
3 4 5	<p><b>Protect and expand vital industrial and service trades precincts</b> – Protect existing industrial and service trades precincts from encroachment of uses that are allowed for elsewhere (in other zones), and support opportunities for employment growth, including allocating industrial land in new/greenfield areas.</p>
2	<p><b>Develop selected innovation precincts</b> – Build on clusters of advanced health, education, arts, science and sports activities to develop innovation precincts where feasible.</p>
2	<p><b>Develop visitor attractions as economic assets</b> – Build on science, tourism, arts and visitor assets to create additional employment opportunities.</p>

# Strategic movement to support city growth

Public transport is essential to contemporary sustainable cities. It is the urban structure for community and economic city life – connecting people to the activities that sustain them.

The light rail network is city-shaping infrastructure, supported by the rapid bus network. Both provide the opportunity to stimulate development, deliver supporting initiatives to encourage walking and cycling, and enhance urban design to make sure there is a lively and sustainable city. The rapid transit network as shown in Figure 16 aligns with the initiatives in the ACT Transport Strategy. Strategic investigation corridors that might support future rapid transport links and a stronger network of connections to and between activity nodes are also identified – these are explored more in Section 5 for each district.

Major freight and commercial traffic will utilise movement corridors (road and rail) that are separated from high amenity settlement areas.

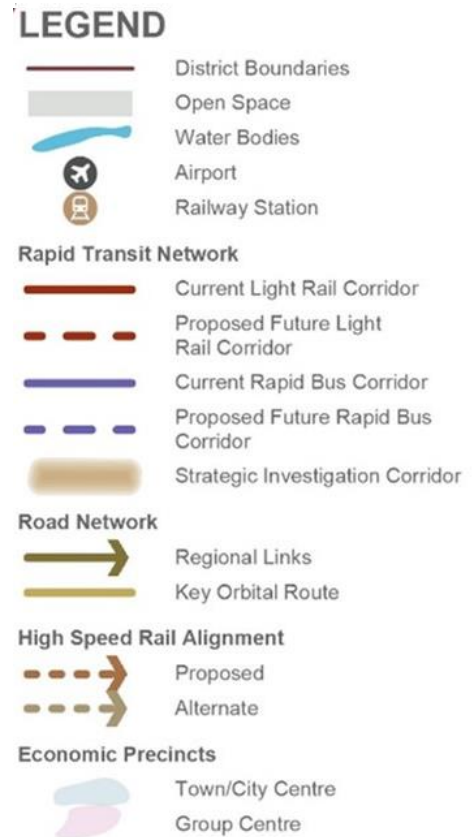


Figure 16: Strategic movement to support city growth



## Strategic public transport

The district strategies provide the land use response to the ACT Transport Strategy 2020 with the particular aim of addressing Canberra's car dependence and accelerating Canberra's evolution to a lively sustainable city. Only about 8% of journey to work trips are currently by public transport.

A key focus of the district strategies is the role of the public transport network in supporting the desired growth and revitalisation of centres, and reaching the Planning Strategy direction of achieving up to 70% of new housing within the existing urban footprint.

The district strategies adopt a long term perspective on Canberra's future development directions, including its distributed network of centres and economic activity nodes. In addition to existing or proposed strategic public transport or other movement corridors, 'strategic investigation corridors' are also identified. These corridors might support future rapid transport links and a stronger network of connections to and between activity nodes. Future analysis would confirm their role and viability as extensions to the strategic movement network.

### Light rail network

Part of the strategic public network, the light rail network is a transformative opportunity for the ACT to capitalise on its urban structure and centres hierarchy with:

- Gungahlin to the City Centre completed
- extension to Commonwealth Park approved and construction commencing in 2024
- the City Centre to Woden in the planning stage, representing a major opportunity for transport-focussed land use and development in the Inner South and Woden.

Future corridors are proposed and require further investigation, including Belconnen to Canberra Airport and Woden to Tuggeranong.

## Rapid and local buses

The established rapid bus network is also key strategic transport for the city and for connecting and reviving centres – particularly group and local centres. Local buses remain critical connectors to the rapid and light rail network, and to supporting neighbourhoods and local access to services.

### Major roads and freight

Safe and efficient freight movement is vital to the liveability and prosperity of the ACT. Orbital transport networks (road, rail and air) are planned and designed for larger vehicles and trucks associated with bulk goods movement to key freight hubs. The major road network facilitates movements of traffic, particularly north–south via peripheral parkways such as the Tuggeranong and Majura parkways. It is important that these corridors are reserved and designed primarily for by-passing, freight and commercial traffic, focussed on 'business to business' connections, and with a reducing role for commuter and journey to work traffic.

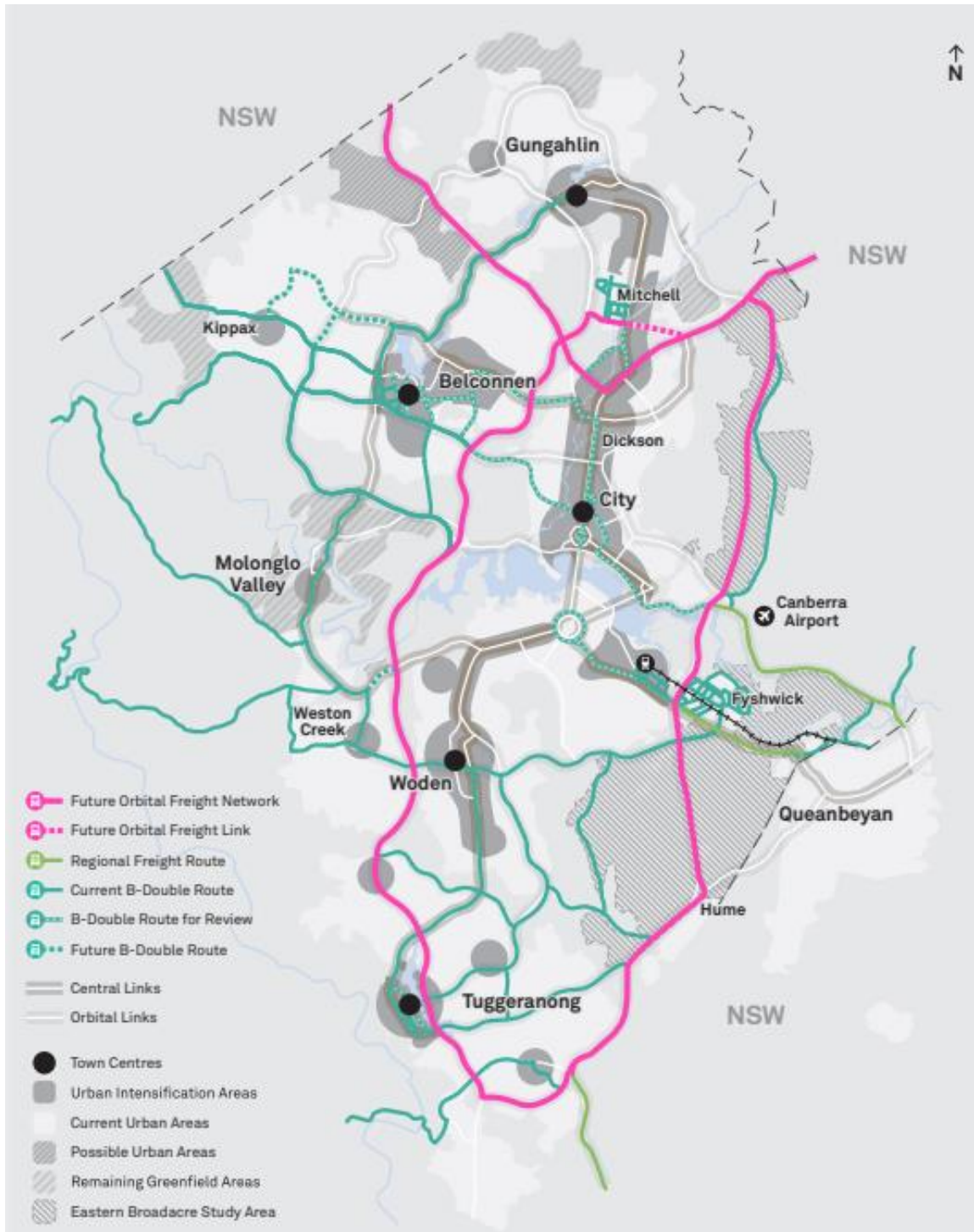
District road hierarchies provide for the 'last kilometre of a journey', between arterial roads and local destinations. Planning for access and design for interface issues, including delivery, loading, parking, noise and amenity is essential to support city life.

The ACT is a signatory to national transport reforms that require infrastructure upgrades to the freight network. These include road and bridge upgrades to accommodate heavy and higher mass freight vehicles, subject to funding over time. The Building an Integrated Transport Network – Freight (2016) and the ACT Transport Strategy also outline long-term objectives for Canberra's freight network (illustrated in Figure 17). Canberra Airport is also a key asset within the city's distribution and freight network.

The freight network is a crucial part of Canberra's functioning as a city. It is an important factor for

ACT-wide place and movement planning, but is most relevant for the East Canberra district, where Canberra Airport and other freight hubs are concentrated.

**Figure 17: ACT orbital links and freight network**



Source: ACT Government, 2020

## Active travel

Given parts of Canberra's topography are relatively flat, major active travel networks across the city provide a genuine commuter alternative to other forms of transport in many areas. They also provide opportunities to integrate physical activity into daily life to improve peoples' health and wellbeing.

Canberra has a relatively high rate of cycling compared to other Australian cities, particularly for social and recreational trips. Walking, cycling and micro-mobility participation needs to further increase over time to shift from vehicle to active travel modes.

Prioritising new off-road paths and protected cycleways on key routes and completing missing path links is required to improve active travel infrastructure.

The ACT's 'Movement and Place' transport and planning approach promotes active travel based on the function of a street. Active streets can make it easier for people to shift away from private car dependence, connect with public transport and reduce the amount of land dedicated to roads and parking.

Shifting to sustainable forms of transport reduces emissions and improves the quality of life for Canberra's growing population. Main community routes in the ACT's cycling network prioritise efficiency and separation of facilities for the safe and direct movement between districts and key centres. Active streets that are safe, green, accessible and walkable provide local access and create places for people, not cars.

The ACT's Active Travel Plan has been designed to enable more people to take up active travel, making it safer, more accessible, convenient and enjoyable to choose walking, cycling or micro-mobility – whether for commuting, exercising or socialising.

**Table 5: Objectives for district planning – strategic movement to support city growth**

Alignment to Planning Strategy themes	Objectives
2 5	<p><b>Provide transport connections to employment and economic opportunities –</b> Provide strategic transport connections with direct and timely access to central and eastern concentrations of jobs, particularly from lower socio-economic and ‘job-poor’ areas in the outer parts of the city.</p>
4 5	<p><b>Develop movement corridors for all modes of transport –</b> Develop multimodal corridors containing Canberra’s rapid public transport network along new and existing urban boulevards with an emphasis on creating attractive places.</p>
2 4 5	<p><b>Dedicate heavy vehicle movement corridors –</b> Direct heavy vehicular traffic to road-focussed ‘movement corridors’ such as the orbital reserved/designed primarily for by-passing, freight and commercial traffic, and away from residential development wherever possible.</p>
2 4 5	<p><b>Support housing renewal and connections to centres –</b> Provide rapid transit routes that support high amenity residential intensification/mixed-use urban outcomes with direct connections to centres (as appropriate).</p>
1 4 5	<p><b>Provide rapid connections to key group and local centres –</b> Provide a rapid network that assists to connect and revive key group and local centres (particularly economic and employment focus centres), reinforcing ‘30-minute city’ aspirations (see ACT Transport Strategy).</p>
2 5	<p><b>Develop the local bus network –</b> Develop the local bus network to:</p> <ul style="list-style-type: none"> <li>• strengthen connections to the rapid routes and light rail</li> <li>• increase local community accessibility to services</li> <li>• support local centre and community revitalisation.</li> </ul>
3 5	<p><b>Provide a safe and comprehensive commuter cycling network –</b> Identify opportunities for expanding and upgrading cycling corridors to create a safe and comprehensive commuter network that connects all group and local centres and connects to rapid transport stops. Prioritise pedestrian and cyclist safety and amenity, including separation of paths from general traffic.</p>
3 5	<p><b>Accelerate decarbonisation of the transport sector –</b> Use the transport sector to contribute to emissions reduction by:</p> <ul style="list-style-type: none"> <li>• expanding public transport options to service high-density developments through light rail or electric buses</li> <li>• expanding active transport infrastructure and considering speed limits to protect riders in suburban areas</li> <li>• enabling zero emissions vehicle infrastructure in all new developments at appropriate building or precinct scale to support zero emissions vehicle uptake in alignment with the ACT’s electric vehicle charging outlook, Zero Emissions Vehicle Strategy and the recent announcement of phasing out of internal combustion vehicles from 2035.</li> </ul>

# Sustainable neighbourhoods

Creating sustainable places requires an integration of the right mix of land uses, urban density and local amenities such as accessible public spaces, walkable streets and connectivity via active and local transport to retail and services. The more amenities, the more diversity and density that can be supported.

New development is a means for sustainable transformation. It enables 'urban improvement' including improving streets and public domain with more connections and greenery to encourage walking and local liveability, while also contributing to the zero carbon ambition.

New development in future should incorporate new social and affordable housing, including the 15% target on residential land release sites in the ACT Housing Strategy.

## LEGEND



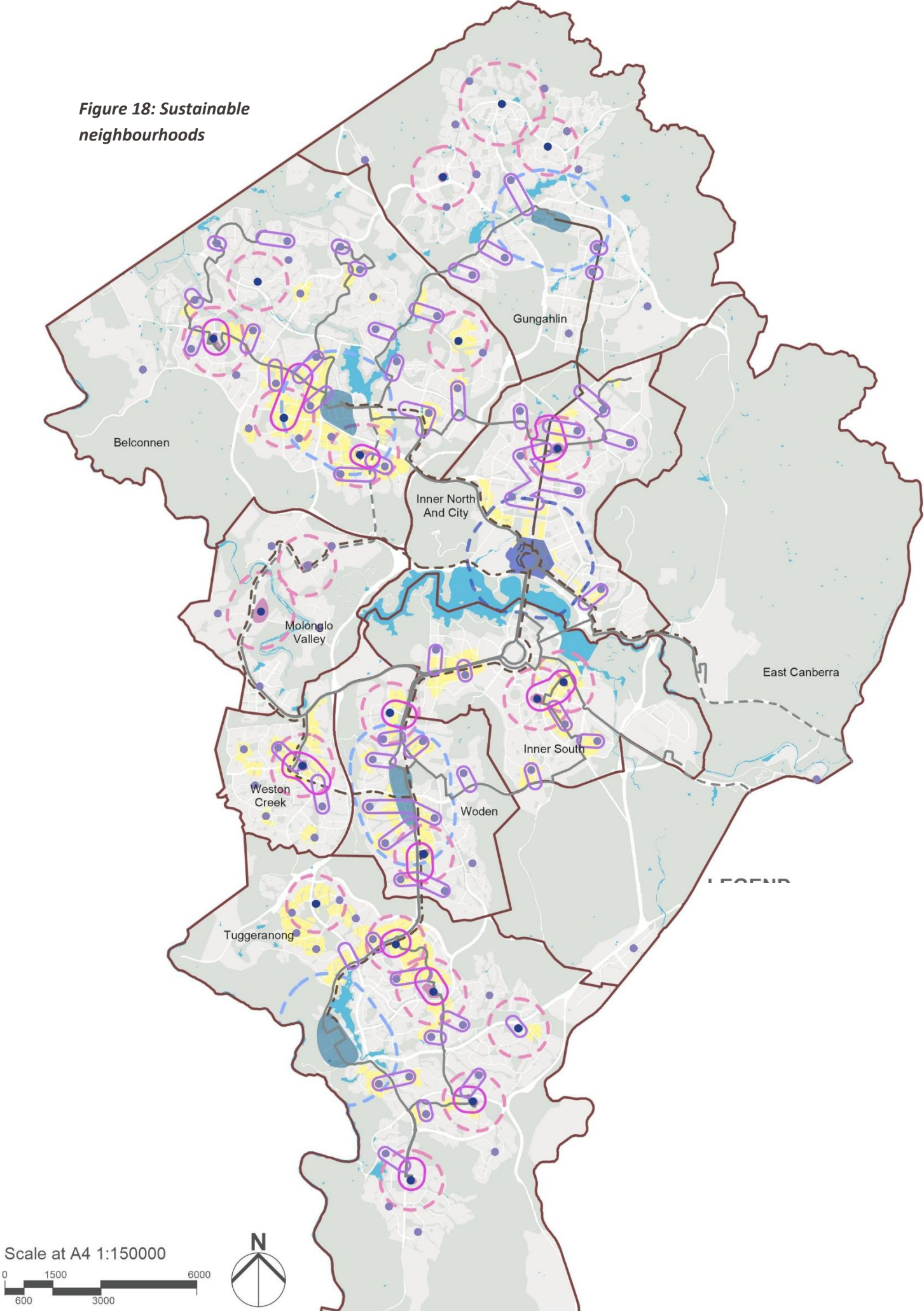
*Rapid stop connecting to local and group centres:* areas which may be suited to redevelopment to enhance public transport connectivity which respond to:

- stops on the rapid transport network (including future light rail)
- existing centres up to 1,200m from a stop
- existing centres with public space linkage to the stop
- and provide either a 200m wide or 400m wide corridor.

Opportunities to develop these areas will be considered in Future Investigation Area analysis and planning.

*Town and group centre catchments:* indicate catchments within typical travel distance from centres, based on the ACT's hierarchy of centres – larger centres with more services cater to a larger catchment. Note these catchments differ from the walking area catchments identified in the ACT Active Travel Plan.

Figure 18: Sustainable neighbourhoods



## Mixed-use centres to support local liveability in appropriate places

Many centres have evolved to have a strong mix of employment and residential uses; these are typically emerging as desired locations. However, some districts have less land use diversity in their local or group centres, which can impact on the mix of employment, level of usage and activity, overall amenity and ability to fulfil their role in the centres hierarchy. Post-COVID, mixed-use centres will be potential assets to focus on as more people work from home and spend more time locally than previously. Providing land use and built form diversity in appropriate locations can also contribute to affordability and economic aims.

However, mixed-use developments cannot apply in all precincts. Allowing for too much development of typical mixed-use typologies, particularly in areas outside of centres or ad-hoc locations, risks creating empty ground floor shopfronts and undermining the centres hierarchy. Sufficient floorspace for non-residential uses should be planned for and delivered in centres, based on a detailed understanding of likely demand, whether through land release, redevelopment or planning controls.

## Existing capacity for more density around centres in the right places

Areas close to centres are the logical location for higher density housing and development to be concentrated. Housing densities around several centres are likely lower than they should be given the centres hierarchy designation and the policy aspiration for a compact city. More variety in housing types in the core of centres and adjacent areas can provide more choice for different households and help address issues with housing diversity and affordability. There will be opportunities for increased development densities to be delivered in key corridors and centres where it is most suited and, importantly,

aligned with public transport investment. The type and character of housing should be aligned with its relative access to amenities and transport, recognising that new investment in facilities and transport, and 'urban improvement' initiatives can help deliver the conditions for 'density with amenity'.

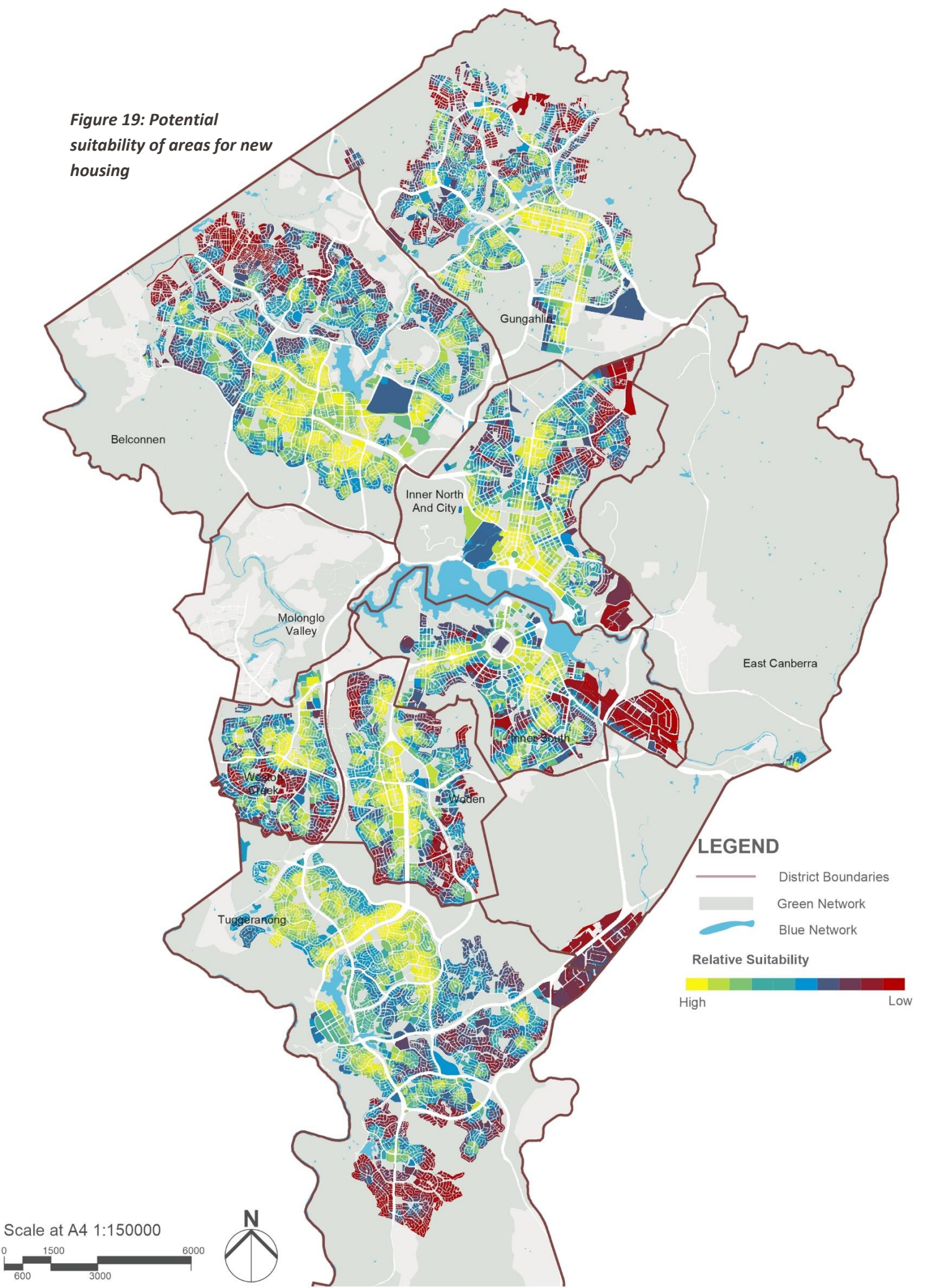
## Suitability for new housing

Future development and new homes are best located in the **most liveable and well-serviced locations within Canberra's footprint**, consistent with good planning principles. To inform this, mapping of liveability indicators has been undertaken, including:

- canopy coverage
- blue infrastructure
- vegetation
- heritage
- land use
- slope analysis
- street hierarchy
- public versus private land ownership
- public transport networks
- active travel networks
- key cycle routes
- community assets
- dwelling density
- urban form typologies
- open space typologies and associated catchments
- the City Centre and town, group and local centres and associated catchments
- transport corridor networks and catchments.

This mapping also reflects macro indicators such as access to employment, health, schools, community facilities and public transport. These indicators are combined into the 'suitability' map for new housing shown in Figure 19, with the highest suitability shown in yellow and the lowest in red.

Figure 19: Potential suitability of areas for new housing



## Future investigation areas

The suitability mapping was combined with an urban character analysis to identify **future investigation areas** for housing and accompanying development in each district. Section 5 outlines the extent of these areas, based on the top 25% of suitability across the ACT, with the anticipated urban character of these areas shown in more detail in the subsequent mapping.

Note: heritage and environmental values in these areas will be protected from future development investigation.

## Urban character analysis

The urban character classifications not only focus on appropriate housing types given the context, but also on appropriate types of open spaces, parks, streets, amenities, facilities and services.

When applied in urban planning and design, a transect is a line or section through a city showing changes in types of urban environments. An **urban transect** is generally at its most compact and dense in the City Centre and steps down through the built form as it moves further to the urban edge – examples of this are provided in Appendix 1.

The six urban character types of the ‘rural to urban transect’ are typically described as follows:

- Natural, defined by a wilderness condition including lands unsuitable for settlement (T1)
- Rural, defined by sparse settlement, cultivation and agricultural lands with supportive buildings (T2)
- Suburban, defined by low-density residential areas with naturalistic planting (T3)
- General Urban, defined by a mixed use but primarily residential urban fabric (T4)
- Urban Centre, defined by higher density mixed-use buildings (T5)

- Urban Core, defined by highest density and height with the greatest variety of uses (T6).

Only the Suburban, General Urban, Urban Centre and Urban Core character types (T3 to T6) are used to describe the anticipated urban environment in each district.

In summary:

The suitability mapping identifies areas *that have the characteristics to accommodate future additional housing development* – shown as **future investigation areas**.

The transect mapping identifies *what built environment typology is appropriate* in these areas – shown through **urban character types**.

More detail on transect thinking and a series of urban design principles for each of the four urban character types is provided in Appendix 1.

The future investigation areas will be refined and updated in future versions of the district strategies to reflect implications from the results of the 2021 Census, revised population projections and the application of the urban transect thinking in more detailed planning.

**The locations that are currently shown as future investigation areas may not ultimately be required to meet projected housing demand in each district.**

Note: The **urban character types** are not the same as and are not intended to replace the land use zones in the Territory Plan. Their application in each district and how they would inform changes to zoning requires further analysis, including established character, heritage sites and values, environmentally sensitive areas and natural hazards such as bushfire risk.

## Rapid stop-to-centre connection areas

The mapping for the sustainable neighbourhood driver shows areas connecting rapid and light rail stops to group and local centres. These highlight where a centre is not directly serviced by a rapid or light rail alignment but could be better connected by careful placement of stops or by appropriate development linking to existing stops. The area between and around the stop and centre represents an opportunity for additional housing consistent with public transport-oriented development principles (and the objectives outlined below).

As the future investigation areas are considered in detail, the prospects for developing the rapid and light rail stop-to-centre connection areas will be considered (noting that future alignments are subject to change and further investigation). The presence of these opportunity areas would be a consideration in identifying preferred pockets for additional development and density within the investigation areas. Within the opportunity areas, appropriate urban character types would be identified.

As with the future investigation areas, not all these stop-to-centre connection areas are expected to be required to meet projected housing demand. They will be considered systematically and 'turned on' for more detailed planning as a result of the future investigation area analysis.

## Other future development areas

In each district, various locations are either identified to accommodate future residents and where planning is already underway, or are flagged as possible or potential sites for development.

These sites are categorised in the district strategy and other district-specific maps to reflect:

- **proposed change areas** – areas for which there is confirmed future development or well-progressed proposals
- **possible change areas** – areas which are subject to current proposals and/or require further investigation
- **potential future change areas** – areas that may be considered for future development in the long term but which require further investigation, analysis and feedback.

Indicative structure planning ideas and principles for selected key sites in the above categories of change area are included in Section 5, following the discussion of initiatives under each of the five drivers.

## Public domain

The public domain is the framework of communal social life. It forms the setting for public events and accommodates daily needs, social exchange and gathering and casual socialisation, and active recreation.

The distinct character or feeling of a place is most keenly appreciated in the layout of streets, parks and public places as a network and in the detail of public places. Both public and private buildings have the responsibility to frame the city's public spaces in a manner that supports a convivial and engaging social life for people.

In general terms Canberrans have access to a lot of public space. However, there may be opportunities for public space to be enhanced and catalysed on, including being activated and upgraded to align additional density with enhanced local amenity. Local public domain connectivity and quality is poor in many locations. Planning at the district level highlights opportunities to create new connections while delivering complementary living infrastructure initiatives to address urban heat and contribute to canopy cover and permeable surface targets. Better quality can be generated in tandem with new development in selected locations.

Aligned with the other elements, there may be new opportunities to increase walking and cycling in the post-COVID environment; more localised living provides support for an expansion of active travel, including more walking and cycling to access local jobs, services and amenities.

### **Sustainable transport and walkability**

Australians are becoming amongst the most unfit, obese and inactive citizens on the planet. Recent studies suggest this derives, at least in part, from low-density cities creating a primary dependency on cars to move about our cities and landscapes.

Canberra should strive to encourage movement across diverse travel modes, always underscored by links to public transport including light rail. New development and revitalised areas should prioritise contemporary sustainability considerations, including layouts and ways of movement that encourage walking and cycling while continuing to provide efficient, but not excessive, means for private transport.

### **Design quality**

Design quality needs to be a primary consideration of planning as it contributes to a broad variety of benefits, including:

- making places where people want to be
- designing in opportunities for physical activity
- enhancing landscapes and microclimates
- creating low energy and water use buildings.

Particularly in the Inner North and City and Inner South districts and other designated areas across Canberra, design considerations should reflect and contribute to the aims and ideals of the National Capital Plan, building on the blueprint for Canberra in the original Griffin plan and the ongoing work of the National Capital Design Review Panel.

### **Contribution to zero carbon**

New development has to make an 'oversize' contribution to lowering carbon emissions given the constraints to retrofitting the existing housing stock.

In addition to major existing initiatives and commitments announced by the ACT Government, new development can make the most significant contribution to lowering emissions through waste management and facilitating the shift to zero emissions vehicles. Where scale and yields allow, precinct-based approaches to zero carbon are enabled and will have the biggest impact; incremental change should also be expected as individual or clusters of new dwellings are developed.

Achieving zero carbon will require a major transition in the ACT's energy systems, shifting transport to zero emissions energy such as renewable electricity and phasing out fossil-fuel gas. This will require upgrades to our electricity system; for example, the deployment of battery storage systems within homes, neighbourhoods and at strategic electrical infrastructure nodes. Our buildings and homes, both new and existing, will need to adapt, for example through the installation of zero emissions vehicle chargers.

### **Natural hazards**

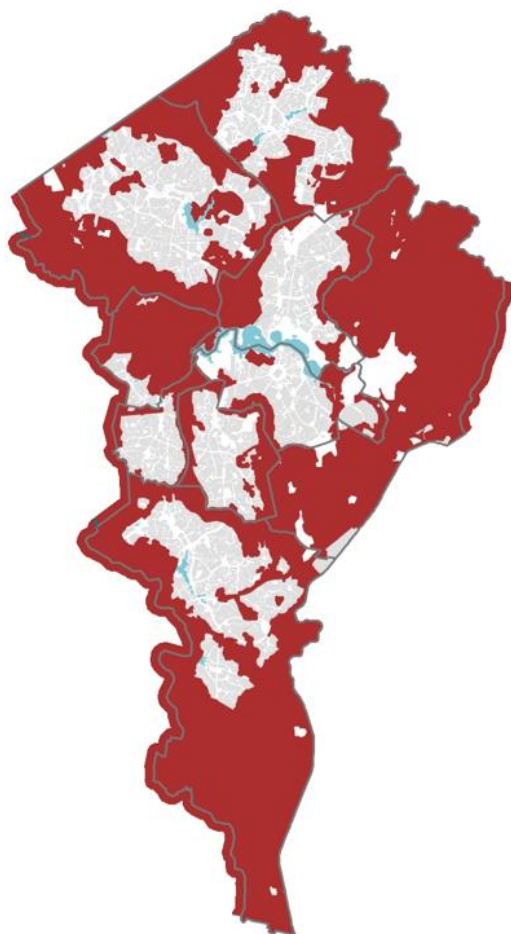
New development will also need to contribute towards mitigating risks from natural hazards, the frequency and intensity of which are likely to increase with climate change.

Natural disasters have an enormous impact on people, the environment and communities. While the ACT has low incidences of emergencies and natural disasters compared to other cities in Australia, a growing ACT population, changing urban landscape and impacts of climate change all contribute to an evolving risk environment.

This makes it essential to understand and mitigate against the likelihood and consequence of the natural and other hazards we face as a community.

As the bush capital, Canberra faces risks, particularly from bushfires, which need to be factored into how the city develops, particularly in greenfield areas. The ACT has a wide variety of vegetation types, including grasslands, dry and wet forests, woodlands, pine forests, bogs and fens. Vegetation in urban areas also impacts on fire behaviour, with suburban fuels (including landscaping and garden beds) a key contributor to bushfires encroaching into urban areas. Significant portions of the nine districts are bushfire prone land, as shown in Figure 20.

**Figure 20: Bushfire prone land in our districts**



Source: ACTmapi.

As well as bushfires, the ACT is at potentially at risk from a range of hazards. Those of highest risk include heatwaves, severe storms, bio-security emergencies, disruptions to energy supply, flash flooding and incidents with hazardous materials. The ACT Government has existing policies which will be considered and integrated in the planning for new development across our districts, including:

- ACT Emergencies Plan
- Strategic Bushfire Management Plan 2019–2024
- The Territory Wide Risk Assessment 2017
- Climate Change Risk Assessment.

### **Affordability**

Global best practice is to incorporate affordable housing in new projects. London has a 35% contribution requirement for developments that seek to be ‘fast tracked’.

Approximately 23% of Canberra’s rental households have been estimated to be in housing stress as of 2021. This stress will increase as house prices and rents rise and other costs of living increase. Without meaningful additions to new social and affordable housing across the ACT economic productivity will be affected as labour market depth is eroded (because workers can’t access affordable shelter) and public resources are diverted to address social and health impacts (of homelessness and household stress).

Under the ACT Housing Strategy, the ACT Government dedicates at least 15% of new residential land releases each year to affordable, community and public housing. In addition, investigations are underway into planning and design provisions that encourage the supply of affordable housing.

The ACT Government has released a Build-to-Rent Investment Prospectus, outlining plans to encourage more long-term rental developments in the ACT and to provide financial support for affordable rental proposals.

**Table 6: Objectives for district planning – sustainable neighbourhoods**

Alignment to Planning Strategy themes	Objectives
1 4 5	<p><b>Locate density with amenity in and around centres</b> – Increase housing densities in and around centres (where supported by amenity attributes such as opposite parks, on tree-lined streets and lakefronts) and near or able to be connected to rapid transit stops. Include greater density and variety in housing types in the core and adjacent areas.</p>
2 4	<p><b>Strive for mixed-use precincts and centres</b> – Provide floorspace for non-residential uses on the ground floor integrated with residential in planned precincts in centres as appropriate and where evidence for the floorspace warrants.</p>
3 4 5	<p><b>Improve the urban environment</b> – Where additional density is proposed, work with development proponents to:</p> <ul style="list-style-type: none"> <li>• leverage, activate and upgrade open space to enhance public domain</li> <li>• enhance the civic amenity of centres with new squares and/or new community buildings</li> <li>• modify and expand existing street networks to improve walkable access to centres</li> <li>• protect and restore open space areas and corridors, or create new open space connections, to fill gaps and enhance ecological sustainability in the blue-green network.</li> </ul>
5	<p><b>Improve street walkability</b> – Improve street walkability, particularly in greenfield and urban renewal or redevelopment contexts, through interventions that establish walkable block lengths and areas.</p>
3	<p><b>Address urban heat</b> – Counter the urban heat island effect and prescribe deep soil landscape and urban tree canopy requirements in public space and within developments.</p>
3	<p><b>Water sensitive urban design (WSUD)</b> – Implement WSUD in all major developments to improve stormwater quality, reduce peak run-off into local waterways and improve surface permeability.</p>

4

**Require better design quality** – Build on the work of the National Capital Design Review Panel, require higher standards of design including the adoption of design standards focussed on achieving:

- memorable urban character – parks, squares, streets and infrastructure
- public domain interface – contribute to the activation of public space
- architectural character – contribute to the spatial definition of public space, essential for all buildings of scale (above two storeys in height)
- housing quality – improve the liveability of housing at higher densities.

3

**Provide infrastructure to support zero carbon transition** – All major site developments to provide infrastructure to support zero carbon transition, including precinct-based initiatives where yields and scale warrant.

3 4

**Require focus on risk mitigation of natural hazards** – Require planning for new development across districts to contribute toward mitigation of risks of natural hazards including bushfires, including alignment with existing ACT Government policies and risk assessments.

4

**Affordable housing** – Continue to dedicate at least 15% of new residential land releases each year to affordable, community and public housing, and investigate planning and design provisions that encourage the supply of affordable housing.

# Inclusive centres and communities

All residents in Canberra should be able to walk to a group or local centre where they feel welcome and safe and can find basic goods for day-to-day living.

Communities that are not subject to new development and growth or those with centres that are declining should not be 'left behind'. Selected group and local centres, including some in communities where socio-economic indicators are below the Canberra average, will be candidates for interventions or new investment to drive positive change and revitalisation.

Planning for and provision of community infrastructure will support new development and aim to address areas with lower-than-average socio-economic outcomes, with a focus on strengthening centres as hubs for community life.

## LEGEND



### Economic Precincts



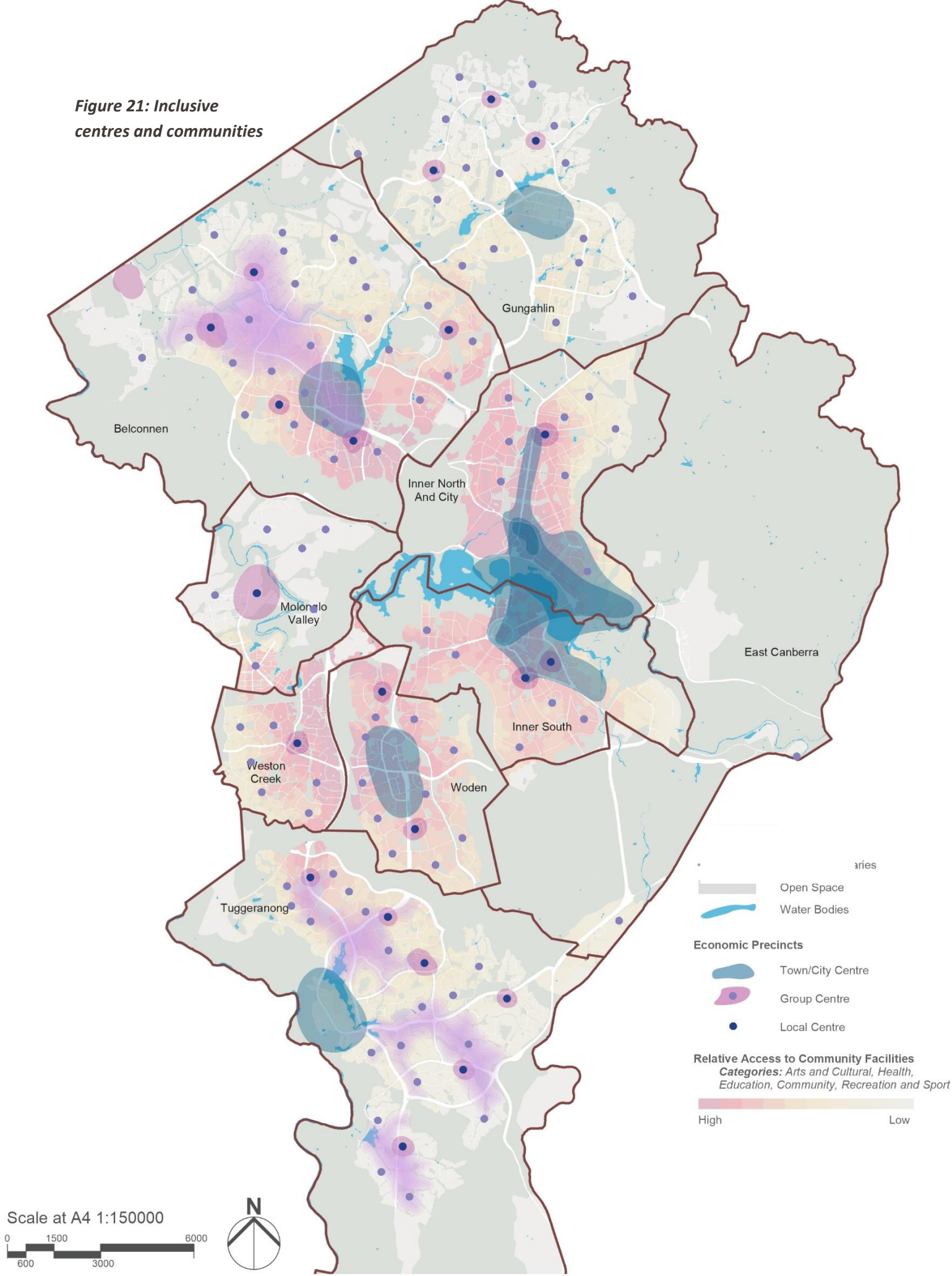
### Relative Access to Community Facilities

Categories: Arts and Cultural, Health, Education, Community, Recreation and Sport



*Social and community focus areas:* areas with socio-economic indicators lower than the Canberra average, where targeted centres will be a particular focus for intervention, new investment and revitalisation.

Figure 21: Inclusive centres and communities



## **Areas with fewer growth prospects should not be left behind**

Pockets of suburban Canberra contain communities where socio-economic indicators are below the city average. This is shown in mapping of the 'SEIFA index' (see Figure 22), which shows such areas in, for example, parts of Tuggeranong and northern and western Belconnen. Lower than average socio-economic outcomes in these areas may be compounded by poor access to employment opportunities.

Sometimes these areas have fewer amenities and attributes that would typically attract new development, which when 'done well' brings benefits in activation, upgraded public areas and new shops and facilities. There is a risk that without opportunities for new development and planning attention, some communities and the local centres they contain will be neglected or left behind.

### **Ongoing viability of group and local centres**

The intended primary function of group and local centres is to meet convenience-shopping needs and provide community and business services to meet the daily needs of neighbourhoods. Group and local centres have an important social role as an informal meeting place and a transport role in being accessible by active travel, contributing to healthy and sustainable living. While some centres are functioning well, and many have seen increased popularity through the COVID-19 pandemic with more people working from home and taking advantage of local shops and facilities, there has been a progressive decline in the economic role and physical condition of others.

Targeted support for stagnant or declining local centres and for communities with below average socio-economic indicators – social and community focus areas – is an important agenda in the district strategies.

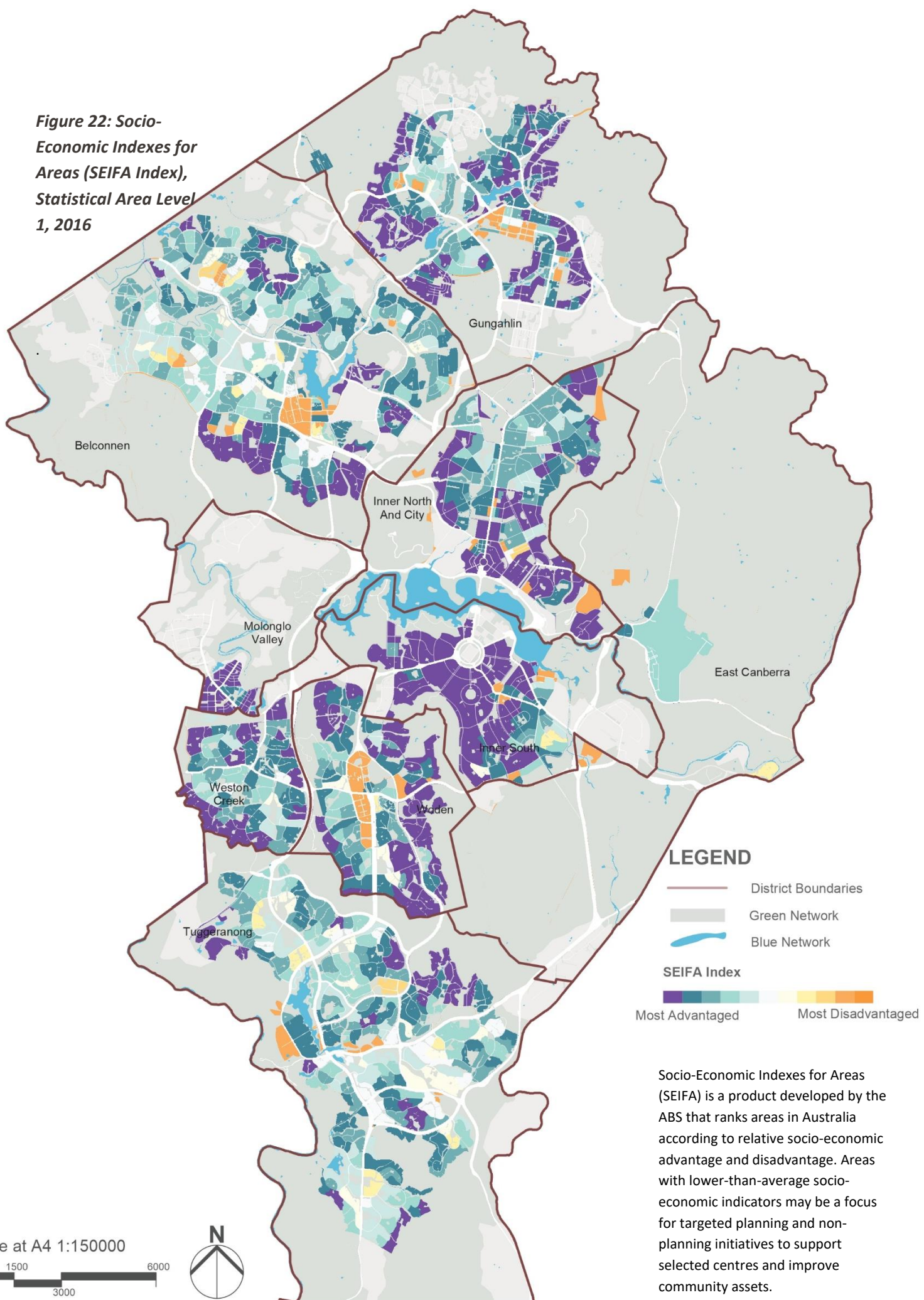
## **Group and local centre revitalisation**

Only certain group and local centres with amenities and characteristics – such as good access by walking and cycling or public transport, an attractive mix of shops and proximity to open space – may attract new development. More often a declining centre will require an intervention or new investment to drive positive change and revitalisation. This might be an upgrade to a public area or nearby park, modifications to traffic access arrangements, investment in a new or upgraded community facility, installation or upgrading of a communal outdoor area within the centre or changes to planning controls to facilitate new investment and uses. The potential for investment should be informed by the identity of centres, including their built form, character, landscape setting, role and function, usage, and an assessment of community values through consultation.

### **Commitment to upgraded social and affordable housing**

Some of the social and community focus areas with below average socio-economic indicators may also include precincts of social housing. Wherever these precincts are being redeveloped, it is expected that a net additional number of suitable new social housing dwellings would be provided.

**Figure 22: Socio-Economic Indexes for Areas (SEIFA Index), Statistical Area Level 1, 2016**



## **Community facilities should align with needs**

Planning for community facilities is crucial to support the liveability of new and existing communities, alongside housing, employment and other land uses. Social infrastructure (such as schools, health facilities, libraries, arts and cultural facilities and general community spaces) should be considered as important as any other form of infrastructure. Early Childhood Education and Care (ECEC) will be a key component of education when considering the future community facility needs to each district in the ACT.

The provision of community facilities should reflect and 'keep pace' with changing requirements. This relates to servicing new development and addressing 'backlogs' or targeting communities in need. Different approaches may be needed in each case.

There is an emerging 'mismatch' in the distribution of community facilities with the population. While locating community facilities will depend on their nature and the populations they are serving, it is apparent there are significant 'dead zones' when it comes to community facilities. This indicates a lag in their provision in growth areas over recent decades. Figure 23 shows the relative access to community facilities (not including park assets). The areas where provision is generally deficient align somewhat with the communities where socio-economic indicators are below the Canberra average.

### **The importance of community facilities in the right locations**

Community facilities should be in areas that are the most accessible (by different transport modes) and co-located with complementary uses to create community hubs. Typically, town and group centres should be priority locations for community facilities, consistent with the centres hierarchy directions in the ACT Planning Strategy. There is a wide range of facilities provided across

the ACT; however, in some cases these may not be in the best locations for accessibility. Areas with poorer access are aligned with those with lower socio-economic indicators, particularly the outer suburbs, reinforcing these areas as priorities for policy attention.

## **Changing trends in provision and delivery**

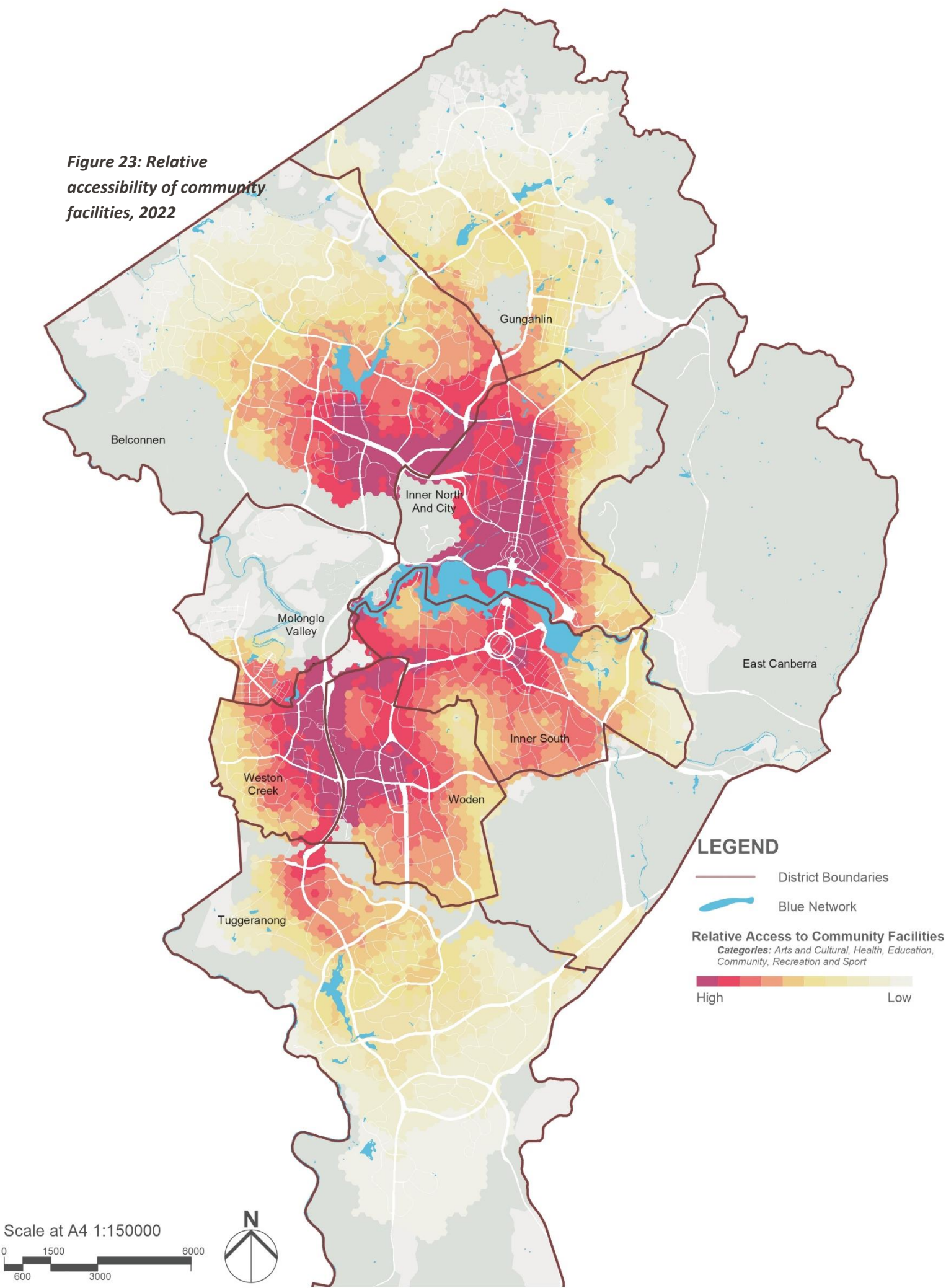
Changes in society influence the types of facilities that communities need, such as changes in participation in different sports and physical activity, religious affiliation, the ageing of the population and other demographic changes. There is currently an uneven distribution in the number of facilities between districts, influenced by changes in the practice of providing new facilities and because of lags in provision to new communities. Adaptability is increasingly important for facilities to be able to respond to changes in demand.

Many challenges face the delivery of new or upgraded community facilities, particularly in established cities. Challenges include constrained land supply, capital costs and maintaining their viability. Different types of facilities have different operating models and challenges. Some types will be wholly provided by government, others by not-for-profit organisations or the private sector; some require large land areas, while others can be integrated with mixed-use buildings or co-located.

### **Provision of facilities needs to align with growth**

To create robust and resilient local communities, the provision of community facilities needs to align with anticipated future population growth and changes in demographics. The emphasis on district-by-district housing futures provides a stronger platform for facilities planning and provision to service that community. Providing new community facilities presents the opportunity to diversify the types of uses in our centres and contribute to civic amenity, and sustainability aspirations through their design.

Figure 23: Relative accessibility of community facilities, 2022



**Table 7: Objectives for district planning – inclusive centres and communities**

Alignment to Planning Strategy themes	Objectives
2 4 5	<p><b>Support the long-term viability and social role of group and local centres –</b> Undertake targeted revitalisation initiatives in selected group and local centres that are at risk of decline to realise opportunities and address areas with below average social and economic indicators (social and community focus areas identified using the SEIFA index).</p>
4	<p><b>Provide social and affordable housing –</b> Guarantee that, as a minimum, a net additional number of suitable new social housing dwellings is provided within a district when social housing precincts are redeveloped.</p>
1 4	<p><b>Align community facilities with planned growth in infill areas –</b> Provide new community facilities in infill areas aligned with projected and planned population and housing growth.</p>
2 4 5	<p><b>Co-locate community facilities for efficiency and accessibility –</b> Integrate and co-locate community facilities with complementary uses in centres and accessible locations, including transit stops, to foster the creation of community hubs, particularly around major facilities such as schools (including early childhood education and care).</p>
4 5	<p><b>Provide community facilities as new communities are developed in greenfield areas –</b> Provide new community facilities in accessible locations (planned centres) in all greenfield areas.</p>
3 4	<p><b>Align community facilities with sustainability –</b> Locate and design new community facilities to contribute to the ACT’s sustainability agenda, including in landscape design, tree plantings and energy efficiency.</p>

## Targets

Establishing a realistic set of targets represents a commitment to implementing the district strategies. Not all the intent associated with the objectives behind the five big drivers is able to be measured. However, the 10 targets suggested in Table 8 have been crafted to encapsulate the main aims of the district strategies. The targets will be refined in future to become key considerations across the ACT Government and used in the measurement of progress in delivery.

The targets for ‘more nature and retaining water in the city’ in the table rely on achieving existing ACT Government plans and strategies. The remaining targets will – once identified – represent meaningful aspirations given current performance against the suggested metric and the amount of projected future development. Other targets not mentioned here also remain relevant, including net zero carbon and the 70% urban infill target.

**Table 8: ACT-wide targets for planning**

5 big drivers	Targets to 2046
<b>Blue-green network</b>	<p><b>More nature and retaining water in the city</b></p> <ul style="list-style-type: none"> <li>● Achieve the outcomes in the ACT Nature Conservation Act, ACT Nature Conservation Strategy, ACT Water Strategy, reserve management plans, the draft Mature Native Trees Action Plan, and the Living Infrastructure Plan, including urban tree canopy target (30% or equivalent) and surface permeability (30%).</li> </ul> <p><b>Expand liveable blue-green network connections</b></p> <ul style="list-style-type: none"> <li>● Increase walking and cycling links integrated with the identified liveable green network corridors (e.g. by 80–120 kilometres; currently approximately 340 kilometres)</li> </ul>
<b>Economic access and opportunity across the city</b>	<p><b>Improve economic opportunities in districts with a shortage of jobs</b></p> <ul style="list-style-type: none"> <li>● Increase the percentage of all Canberra jobs outside of Inner North and City, Inner South and East Canberra districts (e.g. 45–50% of all jobs; currently 40% in 2016 based on ABS 2016 Census).</li> </ul> <p><b>More jobs accessible to home</b></p> <ul style="list-style-type: none"> <li>● Decrease in the average journey to work travel time (e.g. to 15–20 minutes; currently 27 minutes based on ACT Travel Survey 2017).</li> </ul>
<b>Strategic movement to support city growth</b>	<p><b>Reduce car dependence</b></p> <ul style="list-style-type: none"> <li>● Increase share of journey to work trips by public transport by 2046 (e.g. to 10–15% of trips; currently 7.1% in 2016 based on ABS 2016 Census).</li> </ul> <p><b>More active transport</b></p> <ul style="list-style-type: none"> <li>● Increase share of all trips by walking or cycling (e.g. 25–30% of trips; currently 16.9% in 2017 based on 2020 ACT Transport Strategy).</li> </ul>
<b>Sustainable neighbourhoods</b>	<p><b>Expand walkable access to shops and services</b></p> <ul style="list-style-type: none"> <li>● Increase the share of all dwellings that are within a walkable catchment to a town centre (1,000m), group centre (800m) or local centre (400m) (e.g. 55–60%; currently approx. 52%).</li> </ul> <p><b>More inclusive and fair communities</b></p> <ul style="list-style-type: none"> <li>● Increase the share of all dwellings that are social housing (e.g. 7–10%; currently 5.7% in 2021 based on occupied dwellings in ABS 2021 Census).</li> </ul>
<b>Inclusive centres and communities</b>	<p><b>Greater activation of group and local centres</b></p> <ul style="list-style-type: none"> <li>● Increase the share of population serving jobs that are in local centres (e.g. to 25–30%; currently 23.7% based on ABS 2016 Census).</li> </ul> <p><b>Improved community wellbeing</b></p> <ul style="list-style-type: none"> <li>● More than 8 in 10 Canberrans rate their personal wellbeing as either typical or high, in line with the ACT Wellbeing Framework.</li> </ul>

## 4. Delivering the district strategies



Photo credit: ACT Government.

## Implementation pathways for delivery

A range of actions will implement the initiatives and achieve the directions for the ACT's districts in the short, medium and long term.

This section describes 12 types of implementation pathways. These are referenced for each of the initiatives identified for each district in Section 5. **Future versions of the district strategies will provide more specific actions for implementation of proposed, potential and possible change areas, future investigation areas and supporting infrastructure.** Note: not all 12 pathways are necessary or will be applied in every district, and numbering is not a reflection of an order of priority.

1

### Blue-green network conservation and expansion

The blue-green network is a foundational element of the district strategies. A key aim is to fill in gaps and connections in the primary, secondary and tertiary networks to enable people to move through and experience elements of the natural environment **where this is compatible with biodiversity and conservation values.**

Many elements of the blue-green network and heritage are protected by existing legislation. Initiatives and objectives for environmental and cultural heritage are set out in ACT Government policies. Key legislation and policy documents include the Nature Conservation Act, ACT Nature Conservation Strategy, ACT Water Strategy, ACT Climate Change Strategy 2019–25, national park and nature reserve plans, the draft Mature Native Trees Action Plan, and Canberra's Living Infrastructure Plan: Cooling the City (2019). The ACT Government is also delivering initiatives to support and expand the blue-green network, including working with Ngunnawal Traditional Custodians to care for Country. Blue-green network matters are also considered through the assessment and referral process for new developments.



Photo credit: ACT Government.

This first version of these district strategies covers a range of topics and elements. They have been developed based on currently available information.

**Some areas will undergo further analysis, research and investigation to develop and refine the strategies for future updates and to inform other planning work.** It is intended that the district strategies will be updated over time to reflect new information and remain relevant to Canberra as it develops.

Areas for future planning in the short term will include the following:

- **Planning for future employment** – Detailed studies and an ACT-wide strategy for employment lands and retail planning are crucial to informing both land-use planning decisions and economic development initiatives.
  - This will require updated modelling of employment futures and identification of employment floorspace needs, covering industrial, retail and commercial activities, visitor and tourist requirements, and distribution hubs.
- **Investigation area analysis and planning** – More detailed analysis of housing demand and future dwelling requirements with updated population projections will inform the refinement of the extent of the identified future investigation areas. These areas may be needed for future housing and will require accompanying infrastructure, including civil and community infrastructure, and other amenities to sustainably support their development.
  - This analysis will consider the full complement of 2021 Census data and be based on population projections and housing demand modelling. It will consider the existing pipeline of development and the identification of future change areas in determining what additional areas for housing are needed.
  - Refinement of the future investigation areas and identification of areas for future planning to accommodate additional housing will be based on:
    - the suitability and urban character analysis
    - opportunities to better connect rapid transit stops to group and local centres and focus development in the areas between and around these areas
    - the objectives identified for the five drivers in the district strategies as relevant.

The preliminary analysis suggests that Canberra has ample capacity for housing development well into the foreseeable future (beyond the horizon of these district strategies), supported by targeted infrastructure investment. Analysis included the suitability of areas for housing, the character types, existing distribution of density, potential of key sites within the established urban area and unconstrained greenfield development areas. In due course, it will be appropriate to reconsider the 70% urban infill target with a view to further constraining the outward expansion of the urban area.

Mitigating the impacts of natural hazards, particularly bushfires but also other risks, will be another crucial consideration to be factored into this planning, recognising that potential hazards vary between districts and between infill and greenfield development locations. Future planning will also consider the impacts and influences of surrounding areas in NSW, as well as any lasting impacts from the COVID-19 pandemic on work and travel behaviours.

### 3 Territory Plan

Many initiatives identified for each district will require some form of implementation through the statutory planning system and the Territory Plan.

Rezoning or other changes to the Territory Plan	Implementation via district policies	Changes to Territory Plan Policies
<p>Some sites or precincts may be rezoned or require other changes to planning controls to allow for particular land uses or built form outcomes in line with the district strategies.</p> <p>These changes can be implemented through <b>changes to the Territory Plan</b>.</p> <p>Changes to the Territory Plan are not to be inconsistent with the National Capital Plan.</p>	<p>The district policies will be a new part of the statutory planning system, replacing the existing structure plans, concept plans and precinct codes.</p> <p>Principles and controls that need to apply to a site beyond what is allowed under the zoning <b>will be specified in the district policies</b>. This will include specific sites identified in the district strategies.</p>	<p>Some initiatives may require adjustments to Territory Plan Policies, which apply across the ACT, such as the Subdivision Policy or Residential Zones Policy.</p> <p>Changes to these Policies may <b>include provisions in some zones to facilitate outcomes in line with the objectives of the district strategies</b>, such as controls in the RZ2 Suburban Core zone to support development typologies more reflective of that zone's Policy Outcomes.</p>

Changes implemented via the Territory Plan may include the rezoning of some areas to reflect the identified urban character types that have been derived from the suitability analysis in the district strategies. Appendix 1 includes a table that illustrates how the urban transect character types broadly align with the Policy Outcomes and land use zones in the Territory Plan (noting that the urban character types are not intended to replace the land use zones in the Territory Plan).

EPSDD will have primary responsibility for implementing these changes through the statutory system and the development assessment (DA) process, working with referral agencies and consulting with the community and development proponents to make sure the best outcomes are achieved and that new developments adequately reflect the vision and directions outlined for each district in the district strategies.

### 4 Transport and land use integration

The integration of transport infrastructure with land uses is a fundamental part of the thinking that has gone into the preparation of the district strategies. Major infrastructure, like future light rail corridors and the rapid bus network, provide significant opportunities for land use change.

This can help reinforce and capitalise on the ACT's multi-centred structure, align new development with improvements to accessibility and, in turn, contribute to our city's liveability and sustainability.

**Integrating transport and land use will require strong and ongoing collaboration between ACT**

**Government directorates to realise the full benefits of major transport investments.** Responsibilities for different elements of planning and delivery rest with different areas. Future planning for transport and land use integration will see ongoing collaboration particularly between EPSDD, Transport Canberra and City Services (TCCS), Major Projects Canberra (MPC), Suburban Land Agency (SLA) and City Renewal Authority (CRA).

Future government plans and strategies will continue to consider land use and transport issues together, rather than in isolation. Future versions of the district strategies will reflect new policies and plans as they are developed, such as the draft Active Travel Plan, alongside existing strategies (such as Building an Integrated Transport Network – Freight and the 2020 Transport Strategy) and future planning for the extension of the light rail network. Integrating transport and land-use planning will also need to address issues around the infrastructure and logistics needed to support 'last kilometre' journeys for freight in suburban areas as well as freight access and capacity in and around existing industrial hubs. In some districts 'strategic investigation corridors' are identified. These corridors might support future rapid transport links and a stronger network of connections to and between activity nodes. Future analysis would confirm their role and viability as extensions to the strategic movement network.

Complementary policies and plans are currently being developed to implement the ACT Transport Strategy 2020, and future iterations of the District Strategies prepared by EPSDD will also need to reflect these plans.

## **5 Employment and economic focus areas**

The strategies identify centres or locations across the districts as focus areas for enhanced economic development and employment outcomes, including the City Centre and town centres which act as major employment bases in each district. Selected group centres also require attention to address the existing spatial imbalance in the location of jobs across Canberra.

**These focus areas will require more detailed analysis and planning to understand and inform their future capacity** for employment and residential floorspace, planning for both mixed-use and single-use formats. Diversity and mixed use are critical to centre success but planning needs to carefully curate these outcomes to appropriately balance residential and non-residential uses (or higher value residential uses will dominate). This detailed planning should consider elements important to 'place' such as transport connections, public domain and infrastructure, reflecting the district planning objectives in Section 3, particularly those for the economic access and opportunity driver.

The more detailed planning should also focus on economic development, aligning with the strengths of each centre and the district as a whole, the centres hierarchy, and the broader strategic aims for employment across Canberra and the region. This planning work may be led by EPSDD, but will require close collaboration with SLA, CRA, TCCS and Chief Minister, Treasury and Economic Development Directorate (CMTEDD).

Innovation precincts have different definitions and forms. They generally refer to specific geographic areas where industry, research and education institutions and other organisations such as start-ups cluster together and build on proximity to each other. Potential benefits from these types of precincts include contribution to growth and diversification of the economy, better collaboration between different sectors, and opportunities to leverage investment in institutional assets.

Factors in the success of innovation precincts include:

- quality of place and a physical environment that is walkable and amenable
- being a precinct that is diverse and inclusive and provides broad opportunities
- the affordability of premises
- having a critical mass of related enterprises
- having necessary information technology infrastructure to support firms and attract others
- being highly accessible
- having anchor enterprises or institutions that are engaged with industry
- having a competitive advantage – leveraging distinctive assets
- having an open and democratic operating environment that promotes collaboration, including shared or collaborative spaces
- having governance arrangements that nurture the precinct's vision and its long-term economic development objectives.

**Figure 24: Success factors for innovation precincts**



Source: *Unlocking Enterprise in a Changing Economy*, Victorian Department of Environment, Land, Water and Planning, 2018.

Some of these factors are physical and can be facilitated through the planning system, such as through land use zoning, permissible uses and other planning controls. Successful innovation precincts require both physical and non-physical initiatives, including sustained and ongoing effort and collaboration between governments and the private sector.

The district strategies identify initial potential innovation precincts in the Belconnen and Inner North and City districts (see Figure 14) that build on specific assets already present in these districts. To make the most of these opportunities, strong collaboration will be required between the ACT Government and industry, and between directorates (EPSDD, CMTEDD – Economic Development and others) to establish and support the development of these precincts. It will be important to identify the needs and challenges facing the specific sectors in these precincts, and for the precincts to have clear purposes and goals.

## 7 Selected group and local centres revitalisation

Targeted planning and non-planning initiatives to support declining group and local centres is an important element of the district strategies. EPSDD will undertake a review of group and local centres to inform a group centre revitalisation program and a local centre revitalisation program respectively. The district strategies identify some of these centres in different districts, flagging them for possible revitalisation. Criteria to identify centres will include:

- capitalising on planned investments, community needs and considering economic and housing context to determine where work should be prioritised
- potential based on proximity to infrastructure, retail analysis and needs, and the distribution of services to help us figure out which ones are looked at first.

There should also be a focus on areas in relatively disadvantaged communities (the social and community focus areas identified by having below ACT average social and economic indicators as reported by the SEIFA index). **A program of interventions to help drive revitalisation and positive change may include:**

- upgrades to open space
- improvements to local traffic and transport arrangements
- new or upgraded community facilities
- changes to planning controls to support new investment and types of uses, including additional retailing and opportunities for employment.

Selected group centres have also been identified for an economic and employment focus and this will be part of the revitalisation agenda for these centres. As with the integrated infrastructure planning pathway, delivering these initiatives will require collaboration across the ACT Government and with the community.

## 8 City making and ‘urban improvement’ through precinct and key site development

Planning for proposed, potential and possible change areas will be based on the objectives established in these district strategies. Development in these precincts and other key sites can play a critical role in their wider context where they are able to ‘remake’ the city through ‘urban improvement’. This means incorporating improvements to the structure of streets and public domain in neighbourhoods as higher density development occurs. More detailed planning is a platform for considering these types of improvements.

Many parts of Canberra already have good urban structure and provide a foundation for good local planning and design, for example:

- urban subdivisions situated intentionally and respectfully in the landscape, integrating natural features
- distinctive street character with a recognisable hierarchy of roles and incorporating urban tree canopy
- connected walkable street networks that design in opportunities for physical activity and social exchange
- buildings that front onto streets and parks, providing oversight of and access to public spaces and public transport.

As Canberra grows and the light rail and public transport network expands, ACT Government policies like Movement and Place point to making urban places work for all modes of travel including walking, cycling and public transport, not just private vehicles. As roads integrate more travel modes and attention turns towards their 'place' role, adjacent redevelopment should respond accordingly.

Development can complement and reinforce multimodal boulevard activity, providing for a variety of transport choices to support more intensive land use development nearby. Street design will seek to balance the needs of users, and the speed of movement particularly of private vehicles, to support the 'place' function of the corridor and give surrounding suburbs access to strategic and metropolitan transport networks by:

- providing new street, park and lane connections to public transport and cycling and walking networks that break down the existing lack of connection
- establishing built form that positively fronts all public edges, rather than fencing these off
- contributing to improvement in the quality of the public domain and landscape, including WSUD and additional deep soil plantings for tree canopy
- making great local urban places, integrating all transport modes with amenity.

**Future development in some parts of Canberra needs to include initiatives to bring amenity and density together to achieve 'urban improvement'.** Four types are:

1. achieving multimodal boulevards
2. realising lively local centres
3. shortening long or large urban blocks to make a more walkable Canberra
4. accessing Canberra's green network.

Appendix 2 sets out the conditions in which each of these four types of 'urban improvement' should be applied, with specific initiatives identified to achieve this. These treatments will not necessarily be applied in all circumstances or all districts, but the aim is for new development in Canberra to allow for diversity while also contributing to the wider benefit of the community. Mechanisms will be developed to achieve these 'urban improvement' outcomes where additional development is being proposed.

## 9 Precinct-based zero carbon initiatives

The ACT Government has committed to phase out light internal combustion engine vehicles from 2035 and transition away from the use of fossil-fuel gas by 2045. This will increase electricity demand, requiring upgrades to our electricity system. Infrastructure such as battery storage systems will need to be deployed within homes, neighbourhoods and at strategic electrical infrastructure nodes. Some initial planning system changes to facilitate this are being considered and further changes will be needed over time.

Building owners will need the ability to adapt existing buildings, for example by changing their heating and cooling systems from gas to fully electric. This may require additional infrastructure on or around the building. The planning system will need to enable these changes; support and incentives may also be needed.

While some initiatives may be mandated, there are opportunities for development proponents to go beyond minimum standards. This should be encouraged. Precincts and larger scale development sites should test the scope for precinct-based initiatives that contribute to the ACT's energy transition, as well as broader resilience outcomes.

The initiatives are most likely to be viable where 50–100,000 square metres of floorspace (or more) is proposed. This equates to around 500 or more dwellings and significant retail and office floorspace. However, smaller developments should be encouraged to take action where possible.

Precinct based initiatives may include:

- using new development as a catalyst to convert existing buildings in the precinct away from gas
- buildings with above-minimum energy efficiency
- actions to support zero emissions vehicles that are above-minimum 'EV Ready' standards
- reduced 'Scope 3' embedded emissions (e.g. low emissions building materials)
- recycled water systems to support extensive greening and zero sewer in large-scale developments that can connect to the broader neighbourhood for sewer mining (recycling of wastewater) and support enhanced greening
- innovative waste solutions targeting localised food and garden organics waste diversion through centralised composting facilities, community gardens and, if feasible, distributed medium-scale organics waste management systems
- sustainability certification, for example through the Green Building Council of Australia.

These initiatives will need to be integrated as controls, where appropriate, in the new ACT planning system and Territory Plan. Initiatives identified for each district will contribute towards this zero carbon agenda.

## 10 Integrated infrastructure planning

As well as actions within the planning system and related transport planning and investment, there are initiatives that require implementation by different parts of ACT Government to deliver on the vision and directions for each district.

This will include items like upgrades and decisions concerning civil infrastructure (stormwater, electricity supply, road network and sewer), environmental upgrades and management, and the management and planning of existing and new recreational and community facilities such as major infrastructure (for example, schools and Early Childhood Education and Care (ECEC) – which also contribute to community and social outcomes by making school facilities available for community use outside of school hours). Different directorates and agencies have a role in planning for these (for example, EPSDD, Education Directorate, ACT Sport and Recreation, ACT Property Group, ArtsACT, Libraries ACT), **requiring a cohesive approach and collaboration across ACT Government to align plans for these pieces of infrastructure with the objectives and aims of the district strategies.**

District and local community facilities assessments and other analyses, including consultation with the community, will be needed to confirm and address potential gaps in provision, including more detailed analysis of need, location and viability of potential new community facilities in each district. The Education Directorate is currently preparing updated feasibility and demand studies for future school needs using recently updated student demand projections.

## **11 Governance for comprehensive redevelopment**

Delivering on the district strategy planning and urban design principles may require more significant interventions in some places than just rezoning land or applying new planning controls. This is particularly the case in areas where holistic thinking and significant intervention and 'urban improvement' is needed.

In some parts of Canberra, the existing urban structure means that delivering sustainable infill development is more challenging and may require and benefit from the amalgamation and re-assembly of some sites.

**Having clear governance and agency responsibility or clarity of a body that has responsibility for being an 'urbanising agent' can be an important part of this.** This requires clarity in responsibility for communicating, planning, brokering, co-ordinating and funding particular projects, which could be for a particular site or a whole precinct. There is benefit in these functions being clearly identified in relation to governance, funding and delivery responsibilities. The intention is to have a body that has the remit and capacity to act as the overarching agent for change. This could be within existing government structures or require more deliberate focus.

Functions and responsibilities that need to be clearly identified and allocated include:

- preparing planning proposals and precinct plans and subdivision designs, demonstrating exemplary urban design and feasibility, to be integrated into the Territory Plan
- procuring the infrastructure to support new development
- undertaking demonstration projects (either independently or through other delivery models such as public, private partnerships)
- developing models for value sharing, which encourage landowner participation and allow for optimal assembly of sites to deliver outcomes
- establishing mechanisms for achieving public domain contributions or upgrades, serving multiple objectives including enhanced access to open space as well as opportunities to address urban heat (for example, enhancing tree canopy), in consideration of development outcomes
- meeting the relevant targets for land release, dwelling numbers, housing choice and affordability, employment and mixed-use development
- using a triple bottom line approach to urban development so urban uplift is combined with public benefit and environmental improvements.

It is proposed that an urbanising agent or clear identification of specific responsibilities and governance models is still to be defined but could be established to bring together skills from across the ACT Government for projects where the above aspects are required to facilitate specific outcomes in key precincts in some districts. It is proposed that EPSDD will do further work on this concept for consideration by government.

## Social and affordable housing contributions through new development

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The results of the 2021 Census show that around 23% of rental households in the ACT are in housing stress. The Australian Housing and Urban Research Institute (AHURI) recently found<sup>1</sup> that the ACT has a current shortfall of 3,100 social housing dwellings and a projected shortfall of 8,500 by 2036.

The price of housing and shortage of accessible, affordable stock is influenced by a range of factors outside the ACT Government's control. Nevertheless, the ACT Housing Strategy recognises the crisis of affordability in Canberra and includes initiatives focussed on building the social and affordable housing stock.

These include the Growing and Renewing Public Housing program and a commitment to dedicate at least 15% of eligible releases in the Indicative Land Release Program each year to affordable, community and public housing. The SLA also offers the Affordable Home Purchase Scheme, which assists low-to-moderate income households by providing homes for purchase at affordable prices.

The planning system also has a role to play in facilitating diverse housing forms, including through new models such as co-housing, manor houses and build-to-rent, which can contribute to more affordable housing options in the private market.



Photo credit: ACT Government.

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<sup>1</sup> Lawson, J., Pawson, H., Troy, L., Nouwelant, R., and Hamilton, C. (2018) Social housing as infrastructure: an investment pathway, AHURI Final Report No. 306, Australian Housing and Urban Research Institute Limited, Melbourne, <https://www.ahuri.edu.au/research/final-reports/306>, doi:10.18408/ahuri-5314301

## 5. District Strategy for East Canberra



Photo credit: ACT Government.

**Figure 25: East Canberra District**

The map illustrates the East Canberra District, bounded by a thick red line. It shows various land use zones and reserves, including:

- SPORTING AND RECREATION**: Located in the north-west, featuring areas like Kilsen, Lyneham, and the Gungaharra Grassland Reserve.
- AGRICULTURE, WINE PRODUCTION AND SOLAR FARM**: Located in the north-east, featuring areas like Downer, Hackett, and the Justice Robert Hope Reserve.
- AFP EMPLOYMENT**: Located in the central-west, featuring areas like Turner, Ainslie, and the Connor Ridge Nature Reserve.
- CANBERRA AIRPORT**: Located in the central-east, featuring the Canberra Airport and the Jerabomberra Wetlands Reserve.
- PIALLIGO - RURAL, AGRICULTURE, NURSERIES, LANDSCAPE SUPPLIES, FOOD PRECINCT**: Located in the south-west, featuring areas like Pialligo, Russell, and the Callum Brae Nature Reserve.
- PROPOSED RUNWAY EXTENSION**: Located in the south-east, featuring the proposed Bonshaw Conservation Area and the West Jerrabomberra Nature Reserve.
- MOTOR SPORT AND TRAINING**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- CITY SERVICES - SEWERAGE TREATMENT, UTILITIES**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- OAKS ESTATE**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- INDUSTRIAL - BEARD**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- INDUSTRIAL QUARRY**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- CITY SERVICES - PRISON AND EMERGENCY SERVICES**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- CITY SERVICES - LAND FILL**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- CITY SERVICES - CEMETARY**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- HUME**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- CITY SERVICES - RECYCLING**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- WASTE AND FUTURE LARGE SCALE RECYCLING FACILITY**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.
- UTILITIES - SOLAR FARM**: Located in the south-east, featuring the Oaks Estate and the Jerrabomberra East Grasslands Nature Reserve.

# LEGEND

*Note: This is a common legend for all similar district plans and not all items listed will appear on this drawing*

- District Boundary
- Open Space
- Nature Reserve
- Water Bodies
- Sportsfields
- Designated Area Under National Capital Plan
- City/ Town/Group/Local Centre
- Industrial/Service Trades
- Western Edge Investigation Area
- Bicentennial National Trail
- Eastern Broadacre Study Area



## Destinations

- 1 Canberra Airport
- 2 Pialligo
- 3 Symonston
- 4 Hume

Scale at A4 1:80000



## East Canberra District context

East Canberra district comprises the Majura Valley, Jerrabomberra Valley, Oaks Estate, Pialligo, Symonston, Hume, Beard, the Canberra Airport and the area generally known as Eastern Broadacre. East Canberra has an ACT-wide strategic objective of enhancing employment opportunities. However, any future development and employment enhancement will need a modest footprint while protecting and prioritising environmentally sensitive areas and threatened flora, fauna and ecological communities.

East Canberra, which contains the important aviation, freight and business hub of Canberra Airport, has an ACT-wide strategic role for employment as well as serving parts of the wider Canberra Region in NSW.

The Eastern Broadacre area (shown in red in Figure 25) is subject to a strategic assessment under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC) to assess the potential impacts on nationally significant environmental values of proposed development in parts of the area. The strategic assessment will inform the future planning and potential rezoning of the district.

Note: While Oaks Estate is located in East Canberra for the purposes of district strategies, it is acknowledged that the Oaks Estate Residents Association identifies with the Inner South Canberra Community Council and will respond to the district strategies through that group. The district strategies represent nine parts of the whole of the ACT. Cross-district residents associations and community councils and dependencies can be accommodated.

## Opportunities and challenges

### Natural features, connections and heritage

East Canberra has extensive areas with sensitive and protected environmental values and connectivity corridors including the Mount Majura, Mount Ainslie, Callum Brae, Isaacs Ridge and West Jerrabomberra nature reserves. The many threatened species in the district include the Grassland Earless Dragon, Striped Legless Lizard, Rosenberg's Goanna, Perunga Grasshopper, Glossy Black Cockatoo, Gang-gang Cockatoo, Murray Cod, *Eucalyptus aggregata*, Canberra Spider Orchid, Button Wrinklewort and Pale Pomaderris. There are also substantial areas of nationally threatened ecological communities of Natural Temperate Grassland and Yellow Box – Red Gum Grassy Woodland.

The woodland reserves, particularly Mount Majura and Mount Ainslie, are popular recreational destinations.

Significant waterways pass through the district including the Jerrabomberra Creek corridor, Woolshed Creek and Molonglo River and their tributaries. The arable land in Pialligo plays an important agricultural production role for the ACT. It is a destination for small-scale urban farming, landscape supplies and nurseries. Farming and other rural uses extend to other areas within the district.

East Canberra is home to many areas of cultural significance for Ngunnawal people.

## Employment hubs and economic activity

East Canberra includes important employment precincts that accounted for around 7% of the ACT's employment in 2016.

Key precincts include Canberra Airport, which is privately leased and under the planning jurisdiction of the Australian Government. The airport and Brindabella Business Park accommodate many office-based and business service sectors.

Knowledge intensive jobs make up the largest share of employment in the district (61% as of 2016). There is the potential for a technology park and employment precincts in the district to accommodate these types of employment.

East Canberra is the district with the largest share of its jobs in industrial sectors (15%).

Majura Park shopping precinct, with its large format retail offerings and office employment, is part of Canberra Airport. Industrial land uses for the ACT are accommodated in Hume and Beard, which borders Tuggeranong to the south and NSW Queanbeyan–Palerang Regional Local Government Area to the east. East Canberra borders the Fyshwick industrial area (Inner South District) and south Jerrabomberra (NSW) residential and employment areas and regional jobs precinct.

The district is home to many facilities that are important to the functioning of Canberra as a city, but which are not able to be accommodated in urban areas. This includes facilities for managing utilities, waste, emergency services and Commonwealth Precincts.

## Transport and travel

The district is important for its freight routes. The Majura Parkway and Monaro Highway are key routes servicing Fyshwick and, in turn, the rest of the city and surrounding NSW in delivering goods. This proximity makes the district ideally suited to light industrial uses, warehousing, distribution and freight support facilities.

The Monaro Highway is the key route to the growing Monaro region of NSW that draws significant tourist traffic to the Snowy Mountains, south coast and beyond.

Canberra Airport is a significant travel hub with direct flights to all Australian capital cities and some regional centres on the east coast. The airport has international status but no direct overseas services at this time. Direct international links previously operated to Singapore and Wellington. Flights to Qatar operate via Sydney. East Canberra serves as the gateway for access and road connections for commuter flows from Queanbeyan and Googong in the east, Cooma in the south and Bungendore in the north.

The district is serviced by a rapid bus route from Belconnen through the City Centre to Canberra Airport. Local services connect to Majura Park and Hume. Bus services to Oaks Estate currently operate through the Queanbeyan bus network. Expansion of Canberra's light rail network is planned to extend into the district. Public transport from Queanbeyan travels through the district.

The existing heavy rail corridor to Sydney and other areas runs through the district to Canberra Railway Station in Kingston.

Long-term opportunities for faster rail or high speed rail connections will likely travel through East Canberra.

## Housing and affordability

East Canberra has a relatively small existing residential population at just under 2,000 as of 2021. Residential areas include Oaks Estate at the eastern edge, rural blocks in Pialligo and long-term accommodation in Symonston.

The district reported a higher proportion of rental households in housing stress as of 2021 (29.5% compared to the ACT's 23%), though this is influenced by its larger share of social housing dwellings.

New housing and the district's residential population is not proposed to significantly grow due to the impact of noise from Canberra Airport and its flight paths and the presence of sensitive and protected environmental areas.

## Community facilities and local and group centres

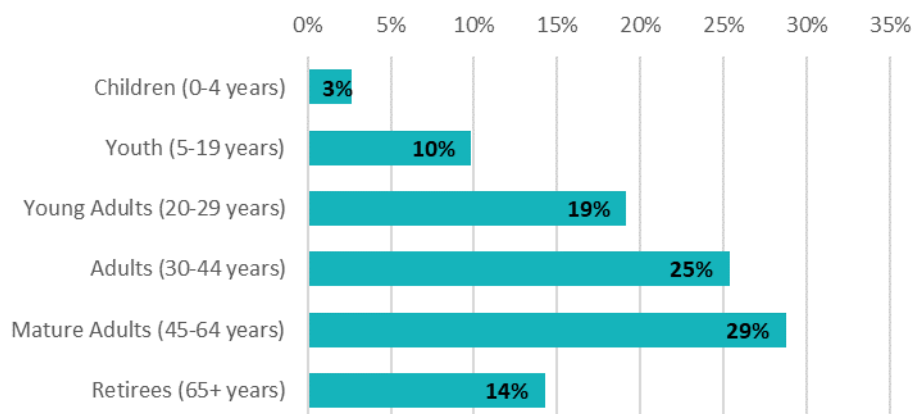
Being largely an employment area, East Canberra does not have the same hierarchy of town, group and local centres or community facilities as the other districts. Oaks Estate and Hume have the only small local centre zoned precincts. The district includes recreational facilities that service broader catchments, such as the gun clubs and mountain biking in the north. The preferred site for the relocated RSPCA facility is in Pialligo.

**Note:** the snapshot on the following page refers to both 2016 and 2021 ABS Censuses as not all the 2021 Census data was available when the strategies were prepared. The intention is to update the strategies when additional 2021 Census data is available and the ACT's population projections have been revised.

## East Canberra District – current snapshot

### East Canberra population

Figure 26: Age profile, 2021

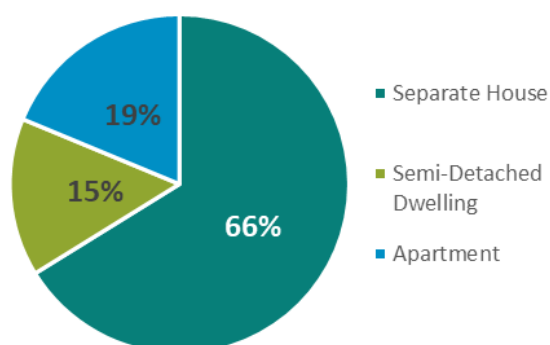


**1,934 people**  
in 2021

(0.4% of ACT)

### East Canberra District housing

Figure 27: Housing types, 2021 – proportion of dwellings

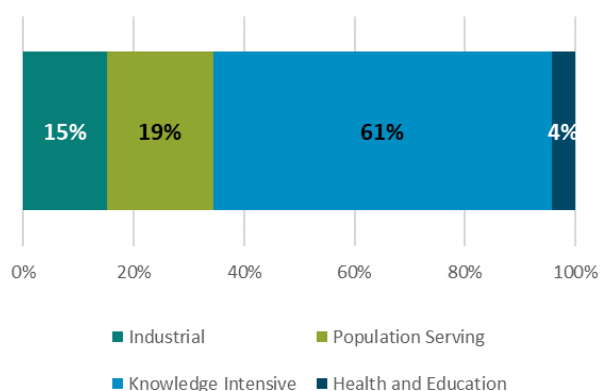


**29.5%** of rental households in housing stress in 2021  
(23% across ACT)

\*Note: Figure 26 is based on a small number of dwellings in the district and excludes 'other' dwelling types from the calculation which may inflate % shares.

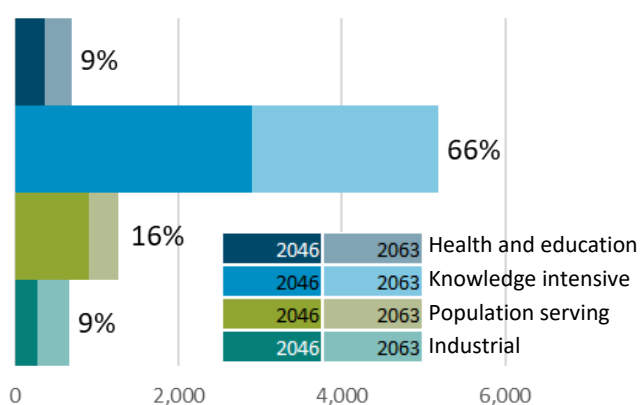
### East Canberra District employment (note: 2021 Census data not yet available)

Figure 28: Proportion of jobs by industry type, 2016



**14,960 jobs in 2016** (7% of ACT)

Figure 29: Potential future employment – additional jobs (2046 & 2063)



Note: data based on Canberra East Statistical Area 3 (SA3) boundaries. Percentages may not add to 100% due to rounding.

## District Strategy for East Canberra

### Key directions

The following directions highlight the vision for East Canberra in the future.



**Protect, conserve and enhance priority grassland, woodland and aquatic habitats and environmental values, including along the Molonglo River and Jerrabomberra and Woolshed creeks.**



**Develop new employment precincts, capitalising on proximity to Canberra Airport, national freight routes, heavy rail and existing employment precincts (subject to outcomes of the Eastern Broadacre Strategic Assessment).**



**Protect and preserve function and capacity of key transport corridors for freight and public transport, including a potential future faster and/or high speed rail corridor.**



**Limit new housing development in line with the Territory Plan.**



**Enhance accessibility of services and facilities for Oaks Estate, Pialligo and Symonston residents.**

## District strategy plan

The district strategy for East Canberra is different from those for the other districts. East Canberra's future development will be primarily for city-wide focussed employment. Not all the five big drivers are relevant for planning for the district. Future development in East Canberra will be determined by the Eastern Broadacre Strategic Assessment, including the identification of areas to be retained for environmental conservation and their current use. The East Canberra District Strategy Plan (Figure 30) highlights the key structural elements of the district including:

- current and future blue-green network values and connections
- current and proposed new transport routes and links, and others for strategic investigation
- high-level forecasts of potential future employment.

The district strategy plan also outlines areas that may be considered for change for new employment uses, building on existing specialisations in different parts of the district, and areas that will need to be maintained and managed appropriately to protect environmental values and landscape character.

## Future jobs – for further investigation

The total baseline potential future employment across the district in 2063 is around 25,000 jobs. The Canberra Airport Master Plan (2020) forecasts 36,000 jobs on the airport site alone (including Brindabella Business Park and the airport itself) by 2040. This discrepancy with the baseline projection highlights the need for ACT-wide employment futures research that realistically apportions future employment by location, leading to a centres and employment lands strategy. This strategy would include the future jobs potential for the business park and the airport site, taking into account aviation as well as retail and office expansion prospects, all

overlaid by strategic planning perspectives about a desirable distribution of employment across the ACT. Some new employment precincts may be needed in the district to accommodate the projected employment, subject to the outcomes of the strategic assessment.

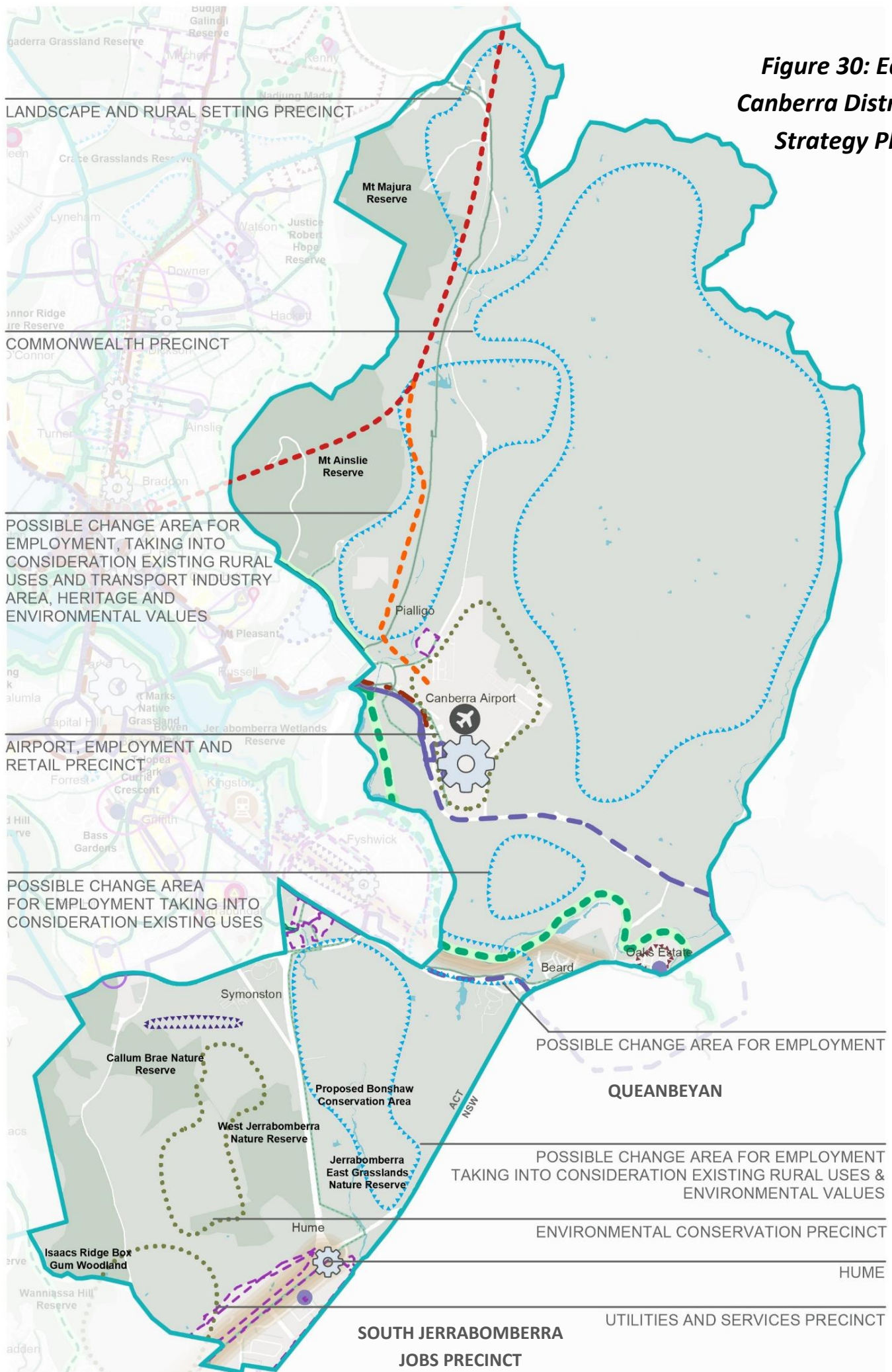
## Initiatives for East Canberra

A range of **initiatives** will be needed over time to guide change in the district. Initially this will focus on more detailed planning and analysis, including the following:

- Completion of the Eastern Broadacre Strategic Assessment process to provide greater certainty regarding the future of the area.
- Identification of a program of forward actions arising from the Eastern Broadacre Strategic Assessment, such as any changes to planning policies or zoning, development of an employment lands program and other planning responses.
- Consideration of the key policies including the National Airports Safeguarding Framework (NASF) to make sure that land uses and other activities in the east protect the current and future operations of Canberra Airport and its flight paths.
- Partnerships and collaboration with the NSW Government and Queanbeyan–Palerang Regional Council (as relevant) to investigate infrastructure provision and transport connection opportunities between the ACT and NSW; if determined feasible, appropriate delivery to support employment and housing in South Jerrabomberra including the South Jerrabomberra Regional Jobs Precinct.

The following sections consider at a high level the early thinking around the potential uses and character for different precincts within East Canberra, focussing on the **blue-green network**, **economic access and opportunity across the city**, and **strategic movement to support city growth** drivers.

**Figure 30: East  
Canberra District  
Strategy Plan**

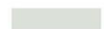









## LEGEND

Note: This is a common legend for all similar district plans and not all items listed will appear on this drawing

 District Boundary

### Blue-Green Network

-  Open Space
-  Nature Reserve
-  Water Bodies
-  Sportsfields
-  Existing Connections
-  Primary
-  Secondary
-  Possible Future Connections
-  Primary
-  Secondary

### Economic Access and Opportunity

-  Economic and Employment Focus
-  City/ Town/Group/Local Centre
-  Service Trades/Industrial
-  Local Centre
-  Group Centre
-  Innovation Precinct




### Strategic Movement

-  Current Light Rail Corridor
-  Proposed Light Rail Corridor
-  Current Rapid Bus Corridor
-  Proposed Rapid Bus Corridor
-  Current Active Travel Community Network
-  Proposed Active Travel Community Network
-  Bicentennial National Trail
-  Strategic Investigation Corridor
-  High Speed Rail Alignment
-  Proposed
-  Alternate

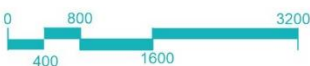
### Sustainable Neighbourhoods

-  Future Investigation Areas
-  Rapid Stop to Local Centre 200m Connections
-  Rapid Stop to Group Centre 400m Connections
-  Key Sites and Change Areas
-  Proposed
-  Possible
-  Potential

### Inclusive Centres and Communities

-  New Community and Recreation Facilities
-  Possible Centre Revitalisation Opportunity
-  Shopping Centre Improvement Program Underway

Scale at A4 1:80000

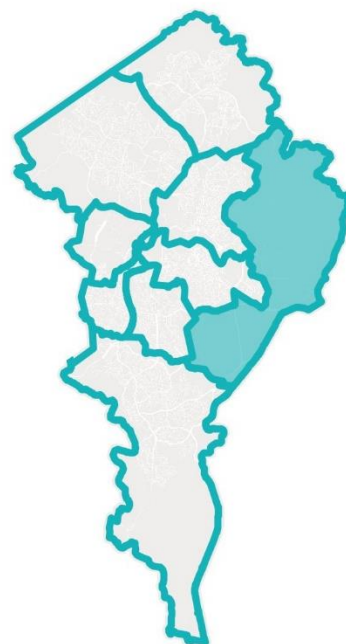


### Potential future employment (baseline only), 2046 and 2063

Jobs	2046	2063
Total	21,500	25,000

### Future Investigation Areas

Areas that may be suited to future redevelopment for housing subject to further detailed investigations of factors such as heritage and environmental values, natural hazards, the practicalities of redevelopment, and available infrastructure.



## Blue-green network

As future development prospects are explored in more detail for East Canberra, protecting environmental and cultural values and enhancing their sustainability and resilience to climate change will be prioritised. Figure 31 highlights areas with such values and where future connections and enhanced biodiversity outcomes can be considered. East Canberra includes substantial Aboriginal and European heritage that is to be acknowledged and respected.

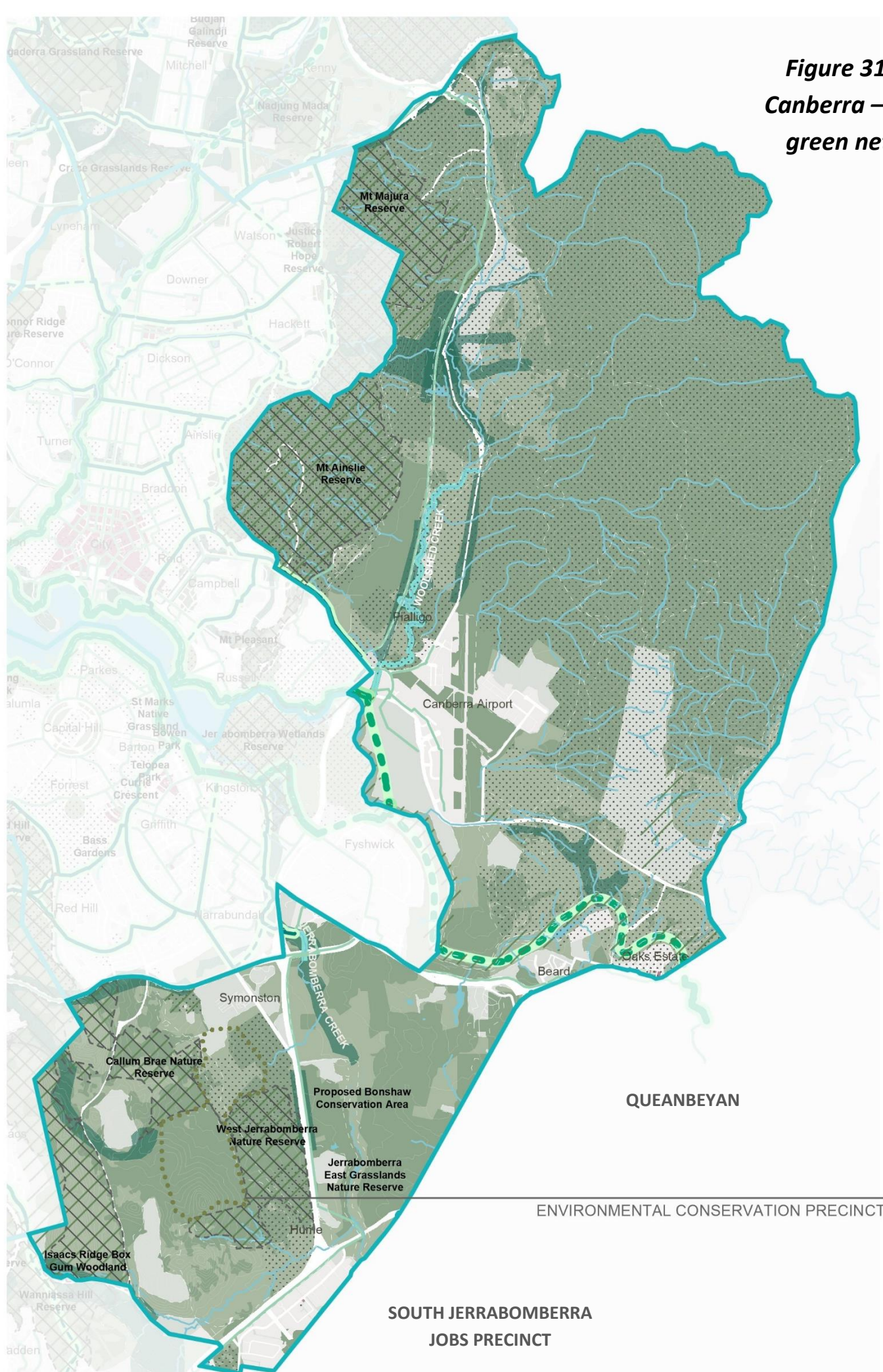
Priority areas for conserving and restoring grassland, woodland and aquatic habitats and connections between them are highlighted in the map (Figure 31). The riparian corridors of the Molonglo River and Jerrabomberra Creek are environmentally and culturally significant and form important connective elements across and into adjoining districts. It is important to preserve these waterways' floodplains for their flood conveyance function; certain development is to be excluded to protect life and property. While the threatened species and ecosystems areas are currently protected by legislation, planning and new development in East Canberra must consider how to best protect and enhance these natural and cultural values, and to restore broader habitats, habitat connectivity and ecosystem functions. There may also be opportunities for rural areas to also contribute to the blue-green network.

It should be noted that in Figure 31, the mapping representation of heritage is such that, if a block contains a heritage site, the whole block has been identified. Some of the blocks are very large and the heritage value may only be a small part of a particular block.

**Table 9: East Canberra initiatives – Blue-green network**





Initiatives	Implementation pathway	Timeframe
Enhance, restore and connect priority areas of grassland, particularly north of Canberra Airport and in the south around existing grassland reserves and adjacent in NSW.	1	Ongoing
Enhance, restore and re-connect priority areas of grassland, particularly through the Majura Valley and Jerrabomberra around existing grassland reserves, and with linkages to reserves in other districts and native grasslands in NSW.	1	Ongoing
Enhance, restore and re-connect priority areas of woodland, particularly around Mount Ainslie and Mount Majura and habitat connections into Inner north and city district, as well as between Callum Brae, Isaacs Ridge and West Jerrabomberra nature reserves and their connections into the Inner south and Tuggeranong districts.	1	Ongoing
Protect and restore areas of Woolshed Creek, Jerrabomberra Creek, Woden Creek, and Scrivener Creek and their tributaries as riparian corridors, and linkages to the Jerrabomberra Wetlands and Narrabundah Wetlands.	1	Short term
Explore wildlife crossing opportunities for the Majura Parkway, Canberra Avenue and Monaro Highway to re-establish connectivity between the important woodland and grassland habitat in and around Mount Majura and Mount Ainslie in the west, and Commonwealth land in the east.	1 4	Medium term
Consider opportunities to enhance the primary blue-green network for recreation benefits in highly used recreational tracks and linkages at Mount Ainslie and Mount Majura, around Pialligo and along the Molonglo River, and through enhancing recreational and educational engagement at Callum Brae Nature Reserve.	1	Medium term

**Figure 31: East  
Canberra – Blue-  
green network**










# LEGEND

*Note: This is a common legend for all similar district plans and not all items listed will appear on this drawing*




-  District Boundary
-  Open Space with 5m Contours
-  City/Town/Group/Local Centres
-  Water Bodies
-  Creek Lines

## Conservation Connectivity



-  Protected Flora and Fauna
-  Potential Priority Connectivity Areas
-  Riparian Corridors
-  Heritage (see important note below)
-  Potential Habitat Area
-  Conservation Area
-  Nature Reserve

## Blue Green Network

### Existing Connections

-  Primary
-  Secondary
-  Tertiary

### Possible Future Connections

-  Primary
-  Secondary

\* Note: In accordance with the requirements of the Heritage Act, restricted information sites are indicated by identifying the entire block on which they are located. Aboriginal and European heritage will be further assessed through the strategic assessment process.

Scale at A4 1:80000



## Economic access and opportunity across the city

Prospective development in East Canberra District is focussed on employment opportunities where appropriate. The existing key employment precincts will be the basis for future growth, catalysing around the specialities of particular areas and proximity to Canberra Airport and national freight routes. Research will be undertaken to understand the capacity and need for employment lands across the ACT to also inform detailed planning at the place level for East Canberra. All future development in the district will also need to align with the NASF to protect the operations of Canberra Airport. Environmental and other investigations will also be required in future planning for these sites.

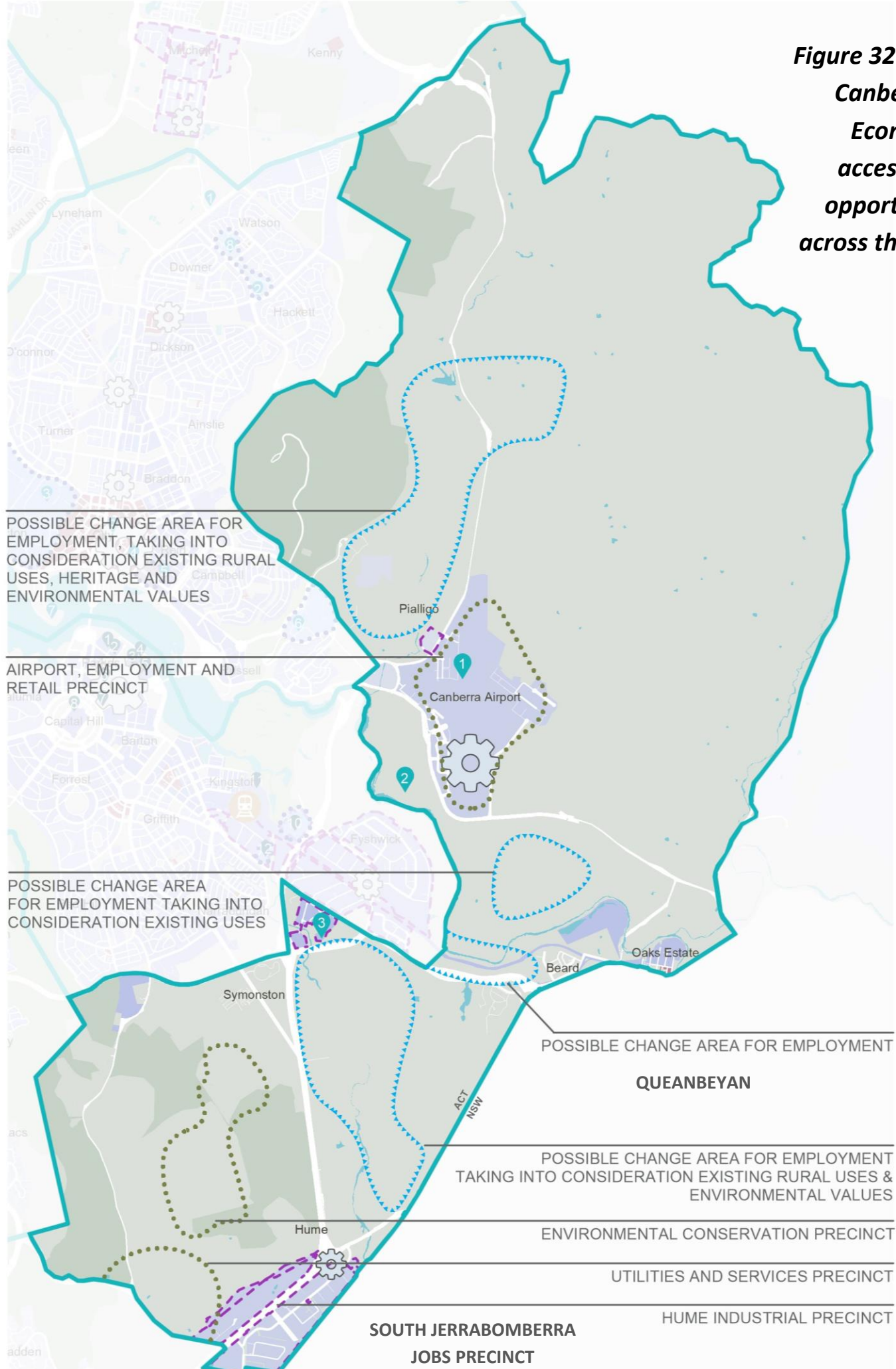
**Table 10: East Canberra initiatives – Economic access and opportunity across the city**

Initiatives	Implementation pathway	Timeframe
Consider opportunities for parts of the Eastern Broadacre to be developed for industrial and related uses, given proximity to national freight routes, Canberra Airport and existing industrial areas at Fyshwick, Symonston and Hume.	2 4	Short term
Partner and collaborate with the NSW Government and Queanbeyan-Palerang Regional Council to investigate a coordinated, strategic approach to cross-border infrastructure and road connectivity to accommodate anticipated employment and housing growth in South Jerrabomberra (NSW) including the South Jerrabomberra Regional Jobs Precinct.	2	Short term
Plan for economic diversity, growth and innovation, using the planning system to (where possible) support a range of employment uses including innovative clean waste industries, industrial ecology, airport-supportive uses, agribusiness and tourism, and other emerging sectors.	2 3	Medium term
Identify and provide buffers to key and sensitive land uses which have special needs (such as corrective and emergency services sites, and Commonwealth uses).	3 10	Short term
Retain capacity within the district for agriculture and food production in the district.	2 3	Short term



Photo credit: ACT Government.

**Figure 32: East  
Canberra –  
Economic  
access and  
opportunity  
across the city**



# LEGEND

*Note: This is a common legend for all similar district plans and not all items listed will appear on this drawing*

-  District Boundary
-  Open Space
-  Nature Reserve
-  Water Bodies




## Economic Drivers

-  Economic and Employment Focus
-  City/Town/Group/Local Centres
-  Industrial/Service Trade
-  Innovation Precinct

## Relative Access to Jobs



## Destinations

-  Canberra Airport
-  Pialligo
-  Symonston

Scale at A4 1:80000



## Strategic movement to support city growth

Transport connectivity is one of the key features of East Canberra. The district is important for freight, logistics and the facilitation of economic activity across the ACT and region given its gateway role to key industrial areas like Fyshwick and Hume, Canberra Airport and the rest of the city.

As a city and region-wide transport asset, the Canberra Airport adds to this connectivity, bringing both people and freight to the national capital and opportunities for businesses. The district is an important movement corridor for people, with strong commuter flows from NSW.

Planning for East Canberra will need to prioritise the protection of these key corridors while considering opportunities for their enhancement, particularly for public transport and freight (see Figure 33). A proposed future stage of light rail to connect Canberra Airport to the City Centre and on to Belconnen would be a significant initiative, improving the accessibility of the district. Monaro Highway is funded for significant improvements that will strengthen this north–south corridor for freight, inter-regional travel and commuter traffic. Pialligo Avenue is identified for major upgrades from the airport to the NSW border.

**Table 11: East Canberra initiatives – Strategic movement to support city growth**

Initiatives	Implementation pathway	Timeframe
Identify and protect major transport corridors – both rail and road – and planning for surrounding land uses and planning controls which benefit these assets and support their function.	3 4	Short term
Continued planning for a future expansion of the light rail network and associated operational facilities (such as sub-stations, depots and layovers).	4	Medium term
Investigate improvements to public transport access to the rest of Canberra for residents of Oaks Estate, Pialligo and Symonston, including via a strategic investigation corridor connecting through the Inner South and between Hume and the Tuggeranong district.	4	Medium term
Partner and collaborate with the NSW Government and Queanbeyan-Palerang Regional Council to investigate a coordinated, strategic approach to cross-border infrastructure and road connectivity to accommodate anticipated employment and housing growth in South Jerrabomberra (NSW) including the South Jerrabomberra Regional Jobs Precinct	4 10	Short term
Support the functions of Canberra Airport by considering and implementing (where relevant) the National Airports Safeguarding Framework (NASF).	4	Ongoing
Investigate the potential for a high speed rail connection through the district (over the longer-term) including the best means of protecting the corridor through leasing arrangements and planning provisions.	3 4	Longer term

## National Freight and Supply Chain Strategy

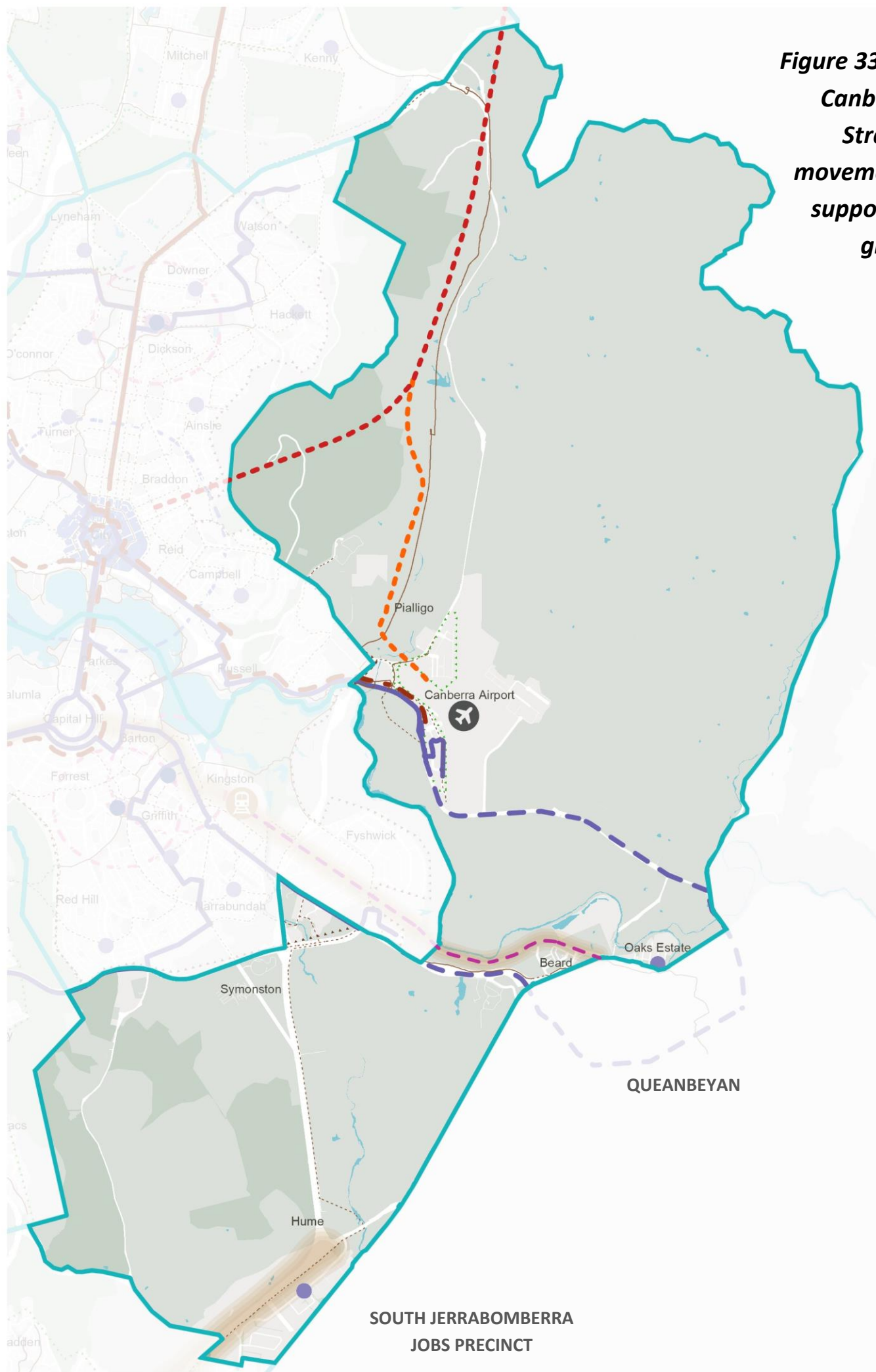
The ACT is a party to the National Freight and Supply Chain Strategy (2019), which includes directions to:

- understand the value, needs and characteristics of freight movement and incorporate in strategic and statutory transport and land planning
- safeguard the resilience of all major freight handling facilities and freight corridors within and between neighbouring jurisdictions, including local government areas
- identify and plan areas for new freight facilities and freight-intensive land uses
- plan for efficient freight movements and complementary land uses around freight facilities and precincts, including intermodal terminals
- promote building and precinct design and usage that takes into account freight needs
- respond to changes in freight movements, including smaller scale freight movement and emerging technologies.



Photo credit: ACT Government.

**Figure 33: East  
Canberra –  
Strategic  
movement to  
support city  
growth**



# LEGEND

*Note: This is a common legend for all similar district plans and not all items listed will appear on this drawing*

-  District Boundary
-  Open Space
-  Nature Reserve
-  Water Bodies

## Rapid Transit Network

-  Current Light Rail Corridor
-  Proposed Future Light Rail Corridor
-  Current Rapid Bus Corridor
-  Proposed Future Rapid Bus Corridor
-  Passenger Rail & Rail Freight
-  Strategic Investigation Corridor

## Non-Vehicular Movement

-  Current Active Travel Community Network
-  Proposed Active Travel Community Network
-  Bicentennial National Trail
-  Current Micromobility Area
-  Proposed Micromobility Area Expansion

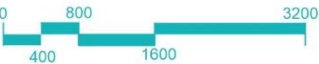
## Centres

-  City Centre with 1200m Catchment
-  Town Centre with 1200m Catchment
-  Group Centre with 800m Catchment
-  Local Centre

## High Speed Rail Alignment

-  Proposed
-  Alternate

Scale at A4 1:80000



## Sustainable neighbourhoods

The presence of critically endangered flora and fauna in the district, as well as the impacts of aircraft noise and operations from Canberra Airport, mean that new residential uses are not suited to the district. However, existing residential communities at Pialligo and Oaks Estate have master plans that uphold the character of each place while providing for limited growth and change. The key initiatives of the Pialligo Master Plan and the Oaks Estate Master Plan were incorporated into the Territory Plan in 2015 and September 2022 respectively. The Territory Plan determines the types of land uses that may occur in the district, including any future low-scaled residential uses.

## Inclusive local centres and communities

Alongside the services provided in the district (such as at Majura Park), Oaks Estate and Pialligo residents will continue to rely on services in other areas within the ACT such as Inner South District and over the border in NSW. This is particularly the case for business services, health, retail and community and recreation services including schools and Early Childhood Education and Care (ECEC – including child care). This needs to be factored into planning for facilities and transport accessibility to these areas and, more broadly, as part of metropolitan planning.



Photo credit: ACT Government.

## Oaks Estate village

Oaks Estate is one of the ACT's five villages. It is adjacent to the ACT and NSW border, with access to many services and transport provided in Queanbeyan–Palerang Local Government Area.

Oaks Estate sits at the confluence of the Molonglo River and Queanbeyan River. It served as a significant travel route for the Ngunnawal, Ngarigo and Walgalu peoples and, later, as a workers' settlement during the development of Canberra. The Molonglo River corridor and areas north of the river contain Aboriginal artefact sites.

There are three distinct precincts within Oaks Estate:

- the village core
- the historic residential area
- the river landscape

Oaks Estate is largely a residential area. Detached low-density housing types and 3–4 storey walk-up flats are alongside small-scale commercial, light industrial, community and rural land uses. Twelve vacant sites within the village are identified for future land release.

The Oaks Estate Master Plan (2014) defined what was important about the estate and identified opportunities for preserving and enhancing the quality of the place. A number of the master plan's recommendations were implemented through amendments to the Territory Plan in September 2022. The amendments seek to provide opportunities for limited growth and change while preserving the area's history and character.

It is also important to improve connectivity between Oaks Estate and the ACT and Queanbeyan.

Service upgrades will be required to accommodate any further growth in Oaks Estate, particularly for sewerage and electricity. Encouraging WSUD in any future development is

important given the proximity of the village to the Molonglo River corridor.

Sites need to be reserved for utility-scale battery storage facilities connected to the electricity transmission (Transgrid) nodes, one of which is at Railway Street Jerrabomberra, close to Oaks Estate.

## Pialligo

Pialligo is a unique and historic part of Canberra, with a rural landscape character and a mix of commercial traders and lifestyle residential blocks.

Pialligo is on the eastern edge of the city, bounded by Molonglo River and Canberra Airport. It is a traditional meeting place for Aboriginal people and recognised as one of the most significant Aboriginal areas in the ACT. Recognising the value of the fertile floodplain, the area later became a 'food bowl' for Canberra with a focus on agricultural production and self-sufficiency farming.

Pialligo is the only area in the ACT with a mix of agricultural and residential blocks in a semi-rural landscape setting. The landscape character and heritage are key attractors for businesses, residents and tourists. Land uses include nurseries, agriculture, cafes, art and craft shops, galleries, landscape supplies, orchards and animal husbandry.

The Pialligo Master Plan (2013) outlined a vision and planning framework for the area, the key aspects of which were implemented through changes to the Territory Plan.

The landscape is the predominant feature in Pialligo, with development that respects the natural surface hydrology, agricultural potential and historical significance. Small-scale shops, craft stores, restaurants and cafes are close to Beltana Road, reducing the need to develop at the rear of blocks.

Beltana Road is an intimate, walkable and connected rural streetscape that encourages visitors to Pialligo to walk and cycle. The areas of Pialligo behind and beyond Beltana Road are a rural landscape setting with low-scale built form that is sympathetic to the environment.

There is a need to balance competing land use pressures to allow for commercial growth while ensuring continuation of the agricultural uses and protection of the fertile soils and riparian corridors.

The Australian Government and ACT Government have committed funds to undertake road safety upgrades in Pialligo, with the work anticipated to

be undertaken in late 2022 and early 2023. This includes streetscape and active travel improvements to Beltana Road and Kallaroo Road to improve safety and amenity for the precinct as a tourism destination.

Pialligo is positioned to champion sustainability principles by promoting and demonstrating sustainable land use practices. Farm tourism and rural produce activities are key opportunities for the precinct, with consideration of public access to the river corridor.



Photo credit: ACT Government.

# Appendices

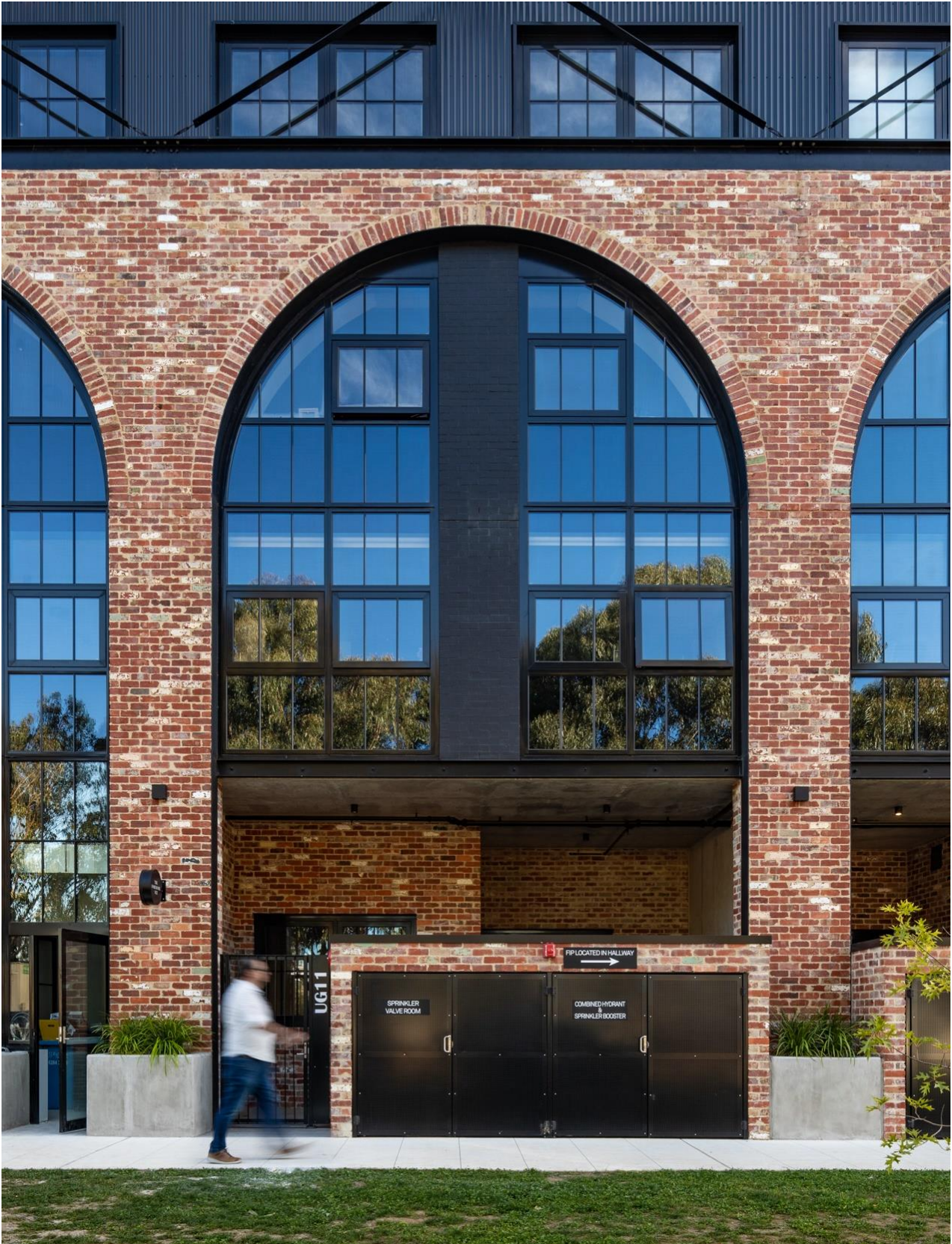


Photo credit: ACT Government.

## Appendix 1: Urban transect analysis and urban character types

### Transect thinking

The district strategies apply a proven methodology for assessing opportunities for growth, based on enhancing urban character. This methodology is based on ‘transect thinking’ and integrates and complements the objectives developed for each of the five big drivers.

**Transect thinking** considers the different environments in which we live in a holistic way. It focusses on appropriate housing types, open spaces, parks, streets, amenities, facilities and services.

When applied in urban planning and design, a transect is a line or section through a city showing changes in types of urban environments. Transect thinking helps to address the different ways people like to live, providing different urban environments appropriate to their location and the people who live in them.

Transect thinking stems from the study of natural ecosystems. The natural transect describes the change in different natural zones and habitats, showing varying characteristics through different zones such as shores, wetlands, plain and uplands. It helps study the many elements that contribute to habitats where certain plants and animals thrive in symbiotic relationship to the minerals and microclimate.

An **urban transect** is generally at its most compact and dense in the City Centre and steps down through the built form as it moves further to the urban fringe. Typically, transect methodology supports a relatively smooth transition in built form; however, examples of juxtaposition of different heights and built forms provide appropriate contrast in certain environments.

Figure 34 highlights some examples of planning documents depicting these transect types or zones. The rural-to-urban transect is divided into six zones which vary by the level of intensity of their physical and social character (SmartCode Version 9.2, 2008, The Town Paper Publisher).

**The six urban character zones of the rural-to-urban transect are typically described as:**

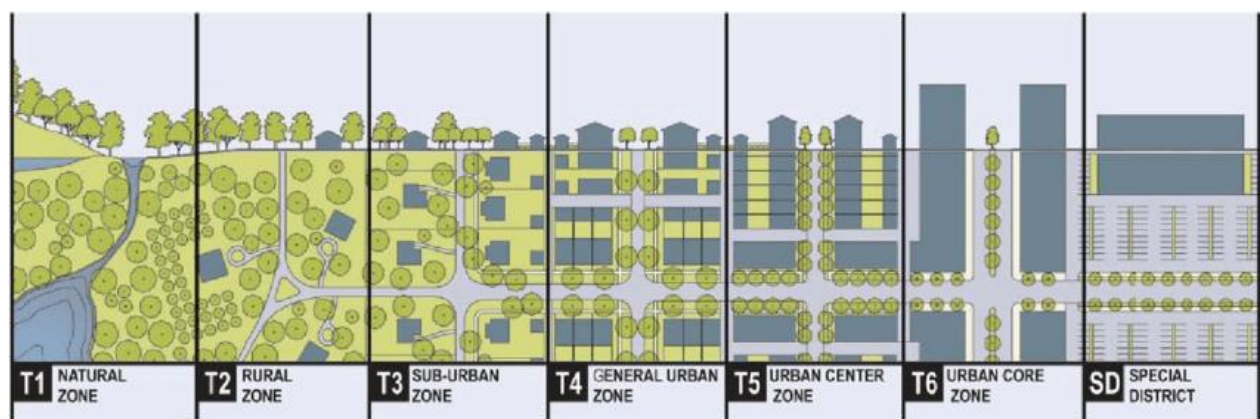
- T1 Natural, defined by a wilderness condition including lands unsuitable for settlement.
- T2 Rural, defined by sparse settlement, cultivation and agricultural lands with supportive buildings.
- T3 Suburban, defined by low-density residential areas with naturalistic planting.
- T4 General Urban, defined by a mixed-use but primarily residential urban fabric.
- T5 Urban Centre, defined by higher density mixed-use buildings.
- T6 Urban Core, defined by highest density and height with the greatest variety of uses.

The district strategies utilise the framework of the **urban Transect – the four urban character types from T3 to T6** – to describe the anticipated urban environment in each district.

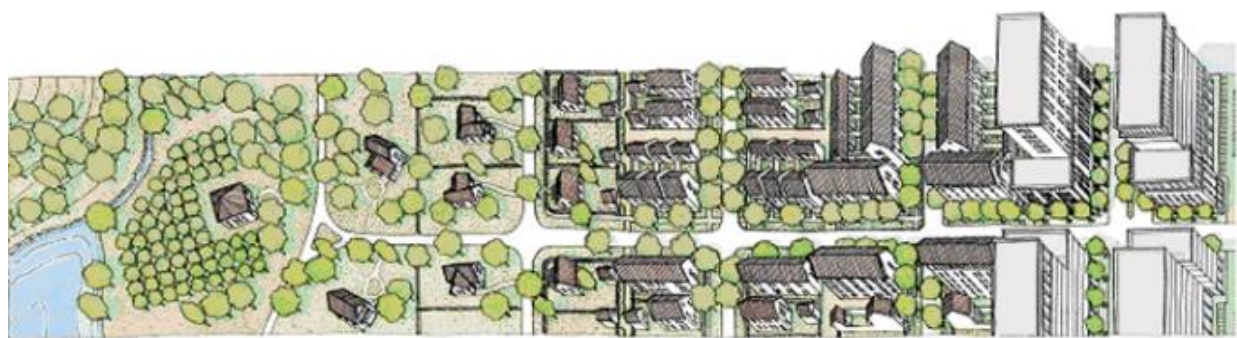
Note: The **urban character types** are not the same as and are not intended to replace the land use zones in the Territory Plan. Their application in each district and how they would inform changes to zoning requires further analysis, including established character, heritage sites and values, environmentally sensitive areas, and natural hazards such as bushfire risk.

The correlation between these urban character types and the current ACT Territory Plan zones is shown in Figure 35. It suggests that the current R22 Suburban Core Zone doesn’t have a ‘match’ with the suggested urban character types which should underpin planning for renewal and development in the ACT.

Figure 34: Examples of transect zones



Source: SmartCode Version 9.2, 2008, The Town Paper Publisher.



Source: City of Miami Planning and Zoning Department.



Source: Missing Middle Housing, Opticos Design, Inc.

Figure 35: Urban character types and correlation to current ACT Territory Plan zones

URBAN TRANSECT CHARACTER	T3 Suburban Zone Low density residential areas with naturalistic planting, characterized by large setbacks and irregular roads.		T4 General Urban Zone Mixed use but primarily residential urban fabric, wide range of housing types.	T5 Urban Centre Zone Higher density mixed use buildings, tight network of streets, shallow building setbacks.	T6 Urban Core Centre Highest density and height with the greatest variety of uses.
TERRITORY PLAN CHARACTER	RZ1 Suburban Zone Housing is low rise and predominantly single dwelling and low density.	RZ2 Suburban Core Zone Housing is low rise and contains a mix of single dwelling and multi-unit development that is low to medium density.	RZ3 Urban Residential Zone Housing is low rise and predominantly medium density, particularly in areas that have good access to facilities and services and/or frequent public transport services.	RZ4 Medium Density Residential Zone Housing is medium rise and predominantly medium density, particularly in areas that have very good access to facilities and services and/or frequent public transport services.	RZ5 High Density Residential Zone Housing is generally high density, particularly in areas that have very good access to facilities and services and/or frequent public transport services.
			CZ4 Local Centres Zone Convenient shopping and community and business services to meet the daily needs of local residents.	CZ2 Business Zone Provide for office and business sites that are accessible to public transport and convenience retailing and services.	CZ1 Core Zone Mix of predominantly commercial land uses.
			CZ5 Mixed Use Zone Diversity of living, working and recreation, with higher density residential development.		
				CZ3 Service Zone Conveniently located services and lower rent commercial activities, retail uses or entertainment facilities requiring larger sites.	

Source: Tait Network, 2022.

## Urban character types – urban design elements and principles

A series of urban design principles for each of the four urban character types are identified in the following pages for each of the urban design elements in Table 12. These were adapted to suit the different urban contexts of Canberra.

**The principles and imagery provided for each of the four urban character types guides the development types, character and public domain qualities that will be expected in the areas where they are shown in each of the district strategy plans. This will inform the future requirements and desired outcomes that may be applied through the Territory Plan.**

*Table 12: Urban design elements*

Context and character	Built form and housing diversity	Interface	Landscape and open space amenity	Sustainability amenity	Placement
Building types that enhance the identity of adjacent sites, streetscapes and the surrounding neighbourhood.	A bulk, scale and height appropriate to the desired future character, providing a diverse urban form that supports housing choice through a mix of scales for different needs and budgets.	Typologies that enhance the identity of adjacent sites, streetscapes and the surrounding neighbourhood.	A bulk, scale and height appropriate to the desired future character, providing a diverse urban form that supports housing choice through a mix of scales for different needs and budgets.	Typologies that enhance the identity of adjacent sites, streetscapes and the surrounding neighbourhood.	A bulk, scale and height appropriate to the desired future character, providing a diverse urban form that supports housing choice through a mix of scales for different needs and budgets.

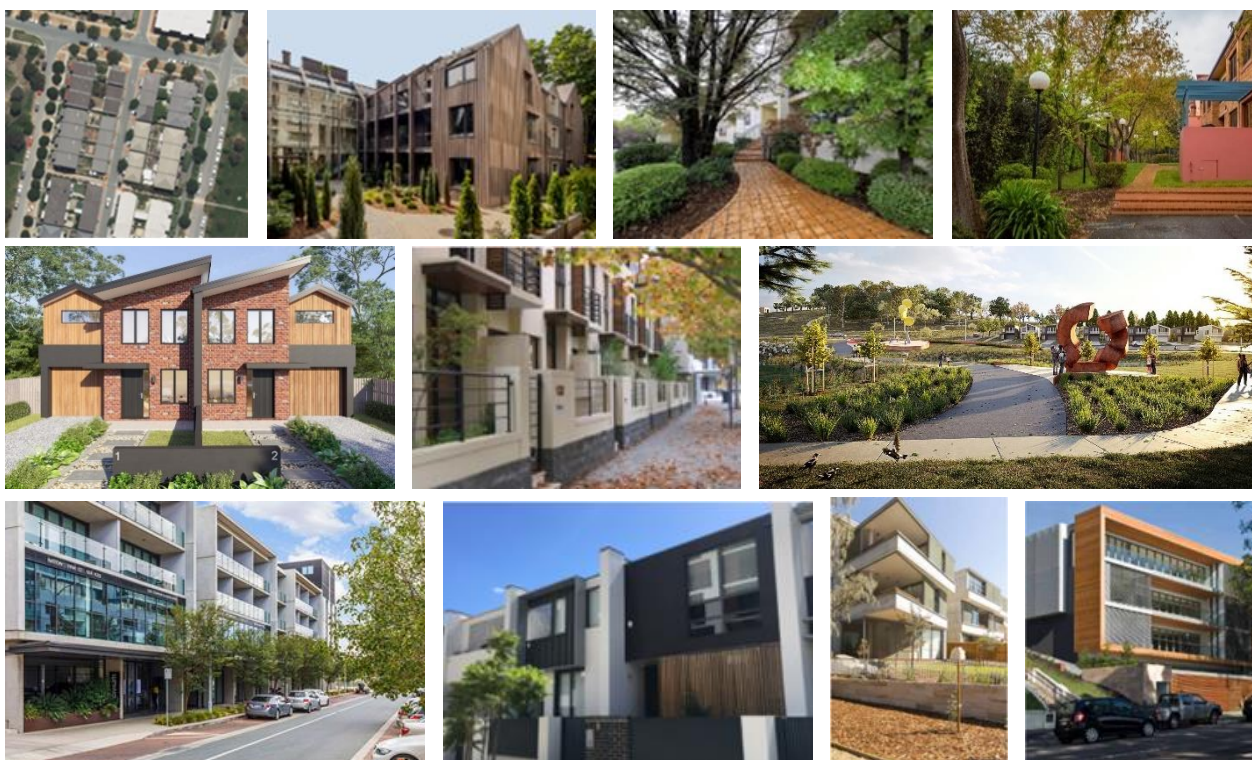
Source: Tait Network, 2022.

Context and Character	Built form and housing diversity	Interface	Landscape and open space amenity	Sustainability and amenity	Placement
Low-density suburban context complementary to the existing character.	Deep setbacks to retain garden city character.	Residential interface.	Characterised by landscaped gardens surrounding detached dwellings.	Passive solar design and cross ventilation that reduces operation costs.	Existing and proposed suburban residential areas outside the local, group or town centre radius.
Low rise one and two storey dwellings.	Articulated massing that creates unique dwellings and defined sense of arrival.	Separation from the street through hedges and courtyard walls to retain privacy.	Naturalistic planted verges in keeping with the bush character of the suburbs.	Deep soil zones for groundwater recharge and vegetation that contributes to urban cooling.	Best adjacency to T2 Rural and T4 General Urban Zones.
Detached housing with building separation to retain privacy and private open space.	Diversity of block sizes to create housing choice.	Dwellings accessed through private entrances.	Mix of public parks, ovals and green links.	Active travel connections that link to wider networks and support pedestrian access services and amenities for short trips.	
Deep soil canopy trees provided on block.	On block canopy trees and block permeability through private open space.				

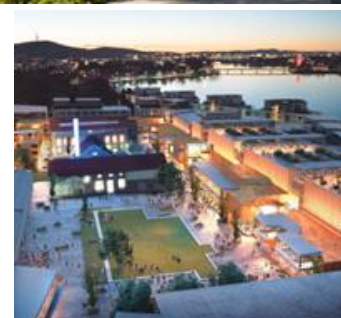


## URBAN DESIGN PRINCIPLES

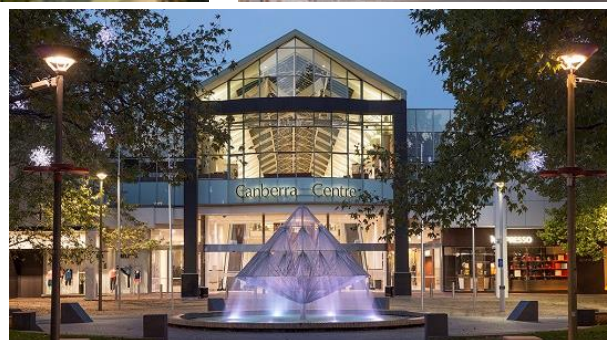
Context and Character	Built form and housing diversity	Interface	Landscape and open space amenity	Sustainability and amenity	Placement
<p>Medium-density built context with a balance between landscaping and built form</p> <p>Medium rise of up to 3 storey apartment buildings.</p> <p>Compact buildings with private balconies and terraces.</p>	<p>Shallow to medium setbacks to begin to address the public realm.</p> <p>Buildings are more compact with apartment typologies but remain detached from neighbours.</p> <p>Articulated massing creates visual interest and defines the streetscape.</p>	<p>Mixed-use interfaces around Local Centres with ground floor commercial uses.</p> <p>Separation from the street through commercial spaces or courtyard walls.</p> <p>Dwellings accessed through shared common entrances.</p>	<p>Characterised by landscaped communal spaces and street interfaces.</p> <p>Private courtyard gardens and balconies</p> <p>Mix of public parks, ovals and green links.</p>	<p>Good solar access and cross ventilation that reduces operation costs.</p> <p>Living infrastructure and water collection provided through roof top gardens and green walls.</p> <p>Deep rooted canopy trees that contribute to urban cooling provided in shared spaces.</p> <p>Active travel connections that link to wider networks support pedestrian access to services and amenities for short trips.</p>	<p>Applied to the full radius of the local centre plus a 400m catchment to promote walkable neighbourhoods.</p> <p>Best adjacency to T3 Suburban and T5 Urban Centre Zone.</p>



Context and Character	Built form and housing diversity	Interface	Landscape and open space amenity	Sustainability and Amenity	Placement
Medium to high-density-built context consisting predominantly of built form.	Shallow front setbacks directly addressing the public realm.	Balconies and planted facades create privacy from the street.	Characterised by landscaped communal spaces and street interfaces.	Good solar access and cross ventilation that reduces operation costs.	Applied to full radius of the group centre plus a 200m catchment to promote strong urbanity in mixed-use precincts.
Medium to high rise up to 6 storey including mixed-use buildings to support vibrant amenity.	Attached buildings oriented to the street with aligned frontages to define a consistent streetscape.	Separation from the street through commercial spaces or courtyard walls.  Dwellings accessed through shared common entrances.	Mix of neighbourhood parks, public plazas and green links.	Living infrastructure and water collection provided through roof top gardens and green walls.	Best adjacency to T4 General Urban Zone and T6 Urban Core Zone.
Compact buildings with private balconies and terraces and commercial ground floor.	Ground floors consist of commercial functions that engage with the street and create a vibrant pedestrian experience.			Deep rooted canopy trees that contribute to urban cooling provided in shared spaces.  Active travel connections that link to wider networks support pedestrian access to services and amenities for short trips.	



Context and Character	Built form and housing diversity	Interface	Landscape and open space amenity	Sustainability and Amenity	Placement
<p>High-density built context with landscape subservient to the built form.</p> <p>High rise buildings greater than 6 storey consisting of mixed-use with provision of entertainment, civic and cultural uses.</p>	<p>No front setbacks with direct engagement with the public realm.</p> <p>Attached buildings oriented to the street with aligned frontages to define street walls.</p>	<p>Integration of building and public domain</p> <p>Ground floor commercial uses or public forecourts.</p> <p>Dwellings accessed through shared common entrances.</p>	<p>Characterised by public plazas with both public and private activity.</p>	<p>Good solar access, cross ventilation and shared amenities that reduces operation costs.</p> <p>Living infrastructure and water collection provided through roof top gardens and green walls.</p> <p>Deep rooted canopy trees that contribute to urban cooling provided in shared spaces.</p> <p>Active travel connections that link to wider networks support pedestrian access to services and amenities for short trips.</p>	<p>Applied to town centres</p> <p>Best adjacency to T5 Urban Centre Zone.</p>





## Appendix 2: City making and ‘urban improvement’

Four types of ‘urban improvement’ and the contexts in which they should be applied are described below. They include a series of specific initiatives and treatments. These will not necessarily be applied in all circumstances or all districts, but the aim is for new development in Canberra to allow for diversity while also contributing wider benefits to the community.

### 1. Achieving multimodal boulevards

**This type of ‘urban improvement’ can apply where rapid transit or light rail is planned:**

- Design the corridor as a multimodal boulevard, including linear cycleways and pedestrian paths. Maximise urban tree canopy to moderate urban heat. Locate light rail or bus stops at intersections with blue-green network crossings in preference to busy traffic intersections.
- Introduce crossings to improve cycle and pedestrian safety and access to stations / stops. Improve connection between centres, schools, universities, hospitals and parks with light rail / transit stops.
- Incorporate public frontage and include ground floor activation in new buildings.
- Provide public frontage and oversight of passengers at stations / stops and the boulevard.

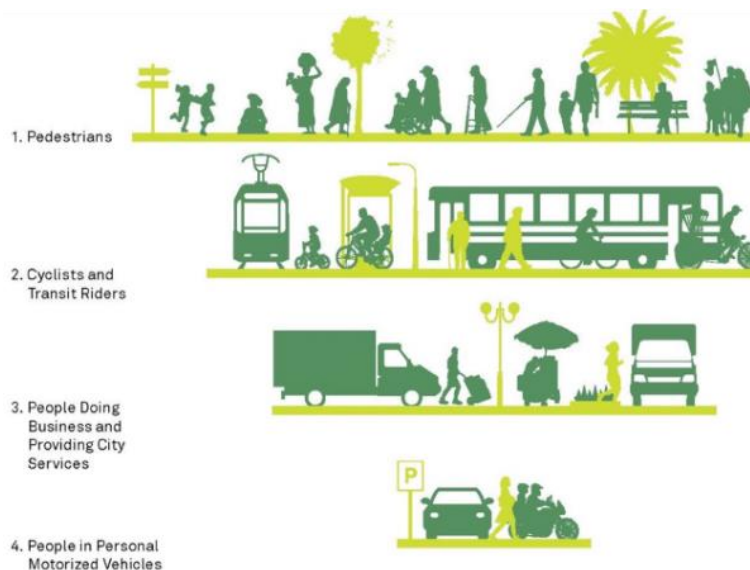
**Desired outcome – Make traffic-dominated parkways suitable for rapid transit**



Remodelling of Paseo de St Joan, Barcelona, prioritises pedestrian movement and makes a green urban corridor.

Design credit – Lola Domènech. Photo credit – Metalocus

<https://www.metalocus.es/en/news/redevelopment-passeig-de-sant-joan-phase-2>



Boulevards re-balance the needs of varied uses and prioritise pedestrian movement.

## Existing state

Some of Canberra's transport corridors are physically alienated from the neighbourhoods they need to serve.

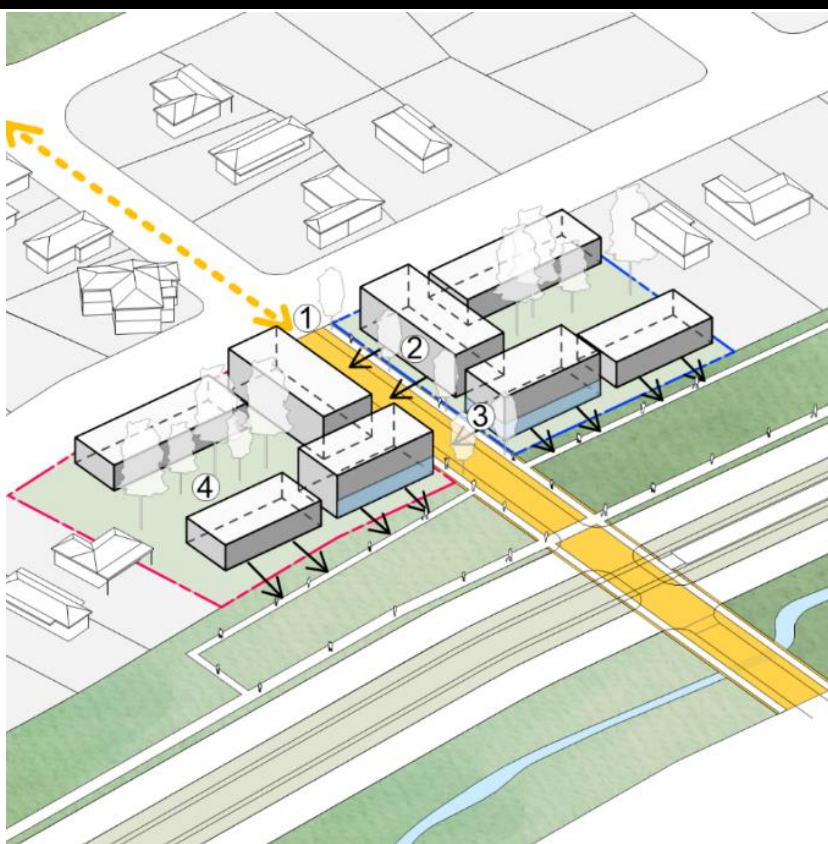
Large urban sections discourage neighbourhood walking, predisposing people to using a car for local trips to centres, schools, universities, hospitals, parks and neighbours in other streets.

The Australian Heart Foundation and health authorities promote walkable neighbourhoods to help reduce preventable disease.



## 'Urban improvement' approach

1. Locate new connections to align with the existing street pattern.
2. Redevelop the adjoining sites with buildings that face on to the street.
3. Provide generous ground floor heights (4.2m or more, floor to floor) to accommodate commercial activities that attract people to the street.
4. Consolidate deep soil landscapes in the centre of urban sections and along public frontages.



## 2. Realising lively centres

This type of 'urban improvement' can apply where development is planned in an existing centre:

- Provide a new square for the community
- Relocate surface parking to perimeter streets
- Include a mix of uses with ground floor activation.

Group and local centres close to light rail and rapid transit stops are identified in the relevant district strategy plan (designated as stop-to-centre connections). Such centres are particularly suited to these improvements.

Areas between the centre and rapid transit stop are particularly suited to redevelopment with additional housing.

**Desired outcome – Build on the liveliness associated with activities located together, in and near centres**



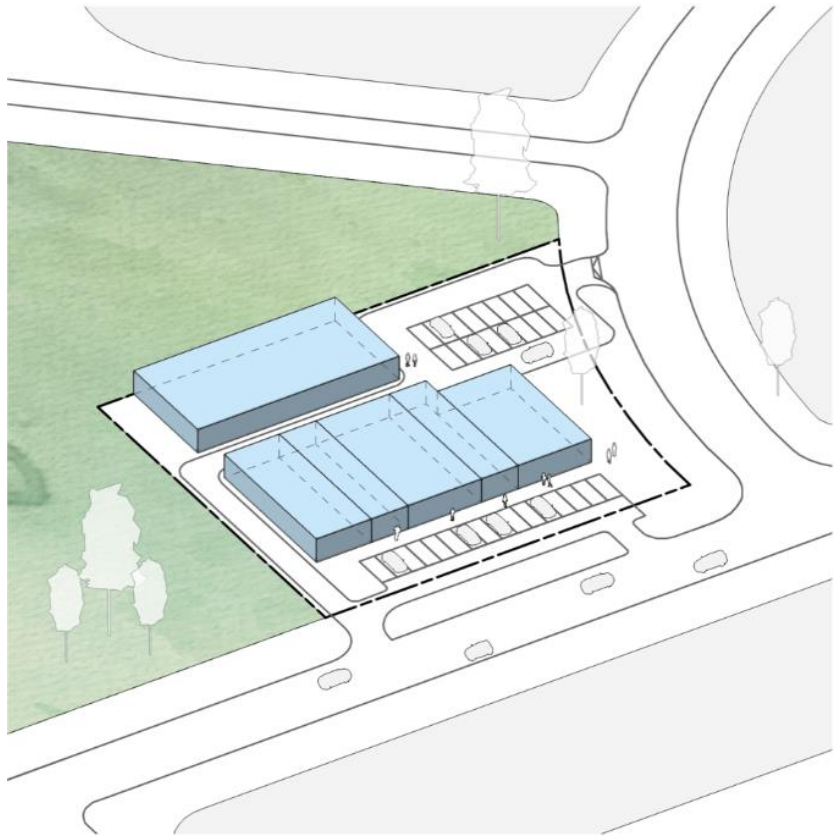
Green Square Kingston group centre. Photo credit <https://www.tripadvisor.co.uk/LocationPhotoDirectLink-g255057-d3846046-i371883212-Bittersweet-Canberra-Australian-Capital-Territory.html>.

## Existing state

Centres with buildings set back from their public edges or presenting loading docks, service areas, rubbish bins and the like, diminish the centre's presentation, character and identity in the locale.

Large areas of paving for the exclusive use of vehicles for parking and circulation lowers urban value, denying liveliness to nearby uses.

Centres which are zoned for or dominated by single use retail or commercial centres will be denied the liveliness associated with centres where a mix of shops, community facilities, small businesses and housing are located together or next to each other.



## 'Urban improvement' approach

1. Provide a public street or lane frontage to all centre boundaries.
2. Upgrade local streets to support increased density, including footpaths, cycleways, canopy trees, water treatment beds and the like.
3. Make a new community plaza and upgrade adjacent public space to include play, shelters, BBQs and space for events.
4. Relocate car parking to upgraded edge streets.
5. Provide varied building height up to 4.5 storeys, with generous ground floor heights (4.2m or more floor to floor) to accommodate street activating uses.



### 3. Shorten or reduce the area of urban sections to make a more walkable Canberra

This type of 'urban improvement' can apply if development is planned in an urban section longer than 180 metres or more than 1.2 hectares in area:

- Incorporate a new public through-block connection, 6–9 metres wide
- Provide public frontage / 'address' to the street to provide oversight of the space
- Locate to improve walking access to all centres, schools, universities, hospitals, light rail / transit stops and parks.

#### Desired outcome – Link community benefit to development uplift



In contrast to this example, development needs to contribute to the walkability of a place with through block connections. These should extend public connections from existing streets.

Consolidated deep soil landscape would admit urban tree canopy, improve on-site and neighbourhood amenity and counter urban heat.

Photo Credit – ACTMapi



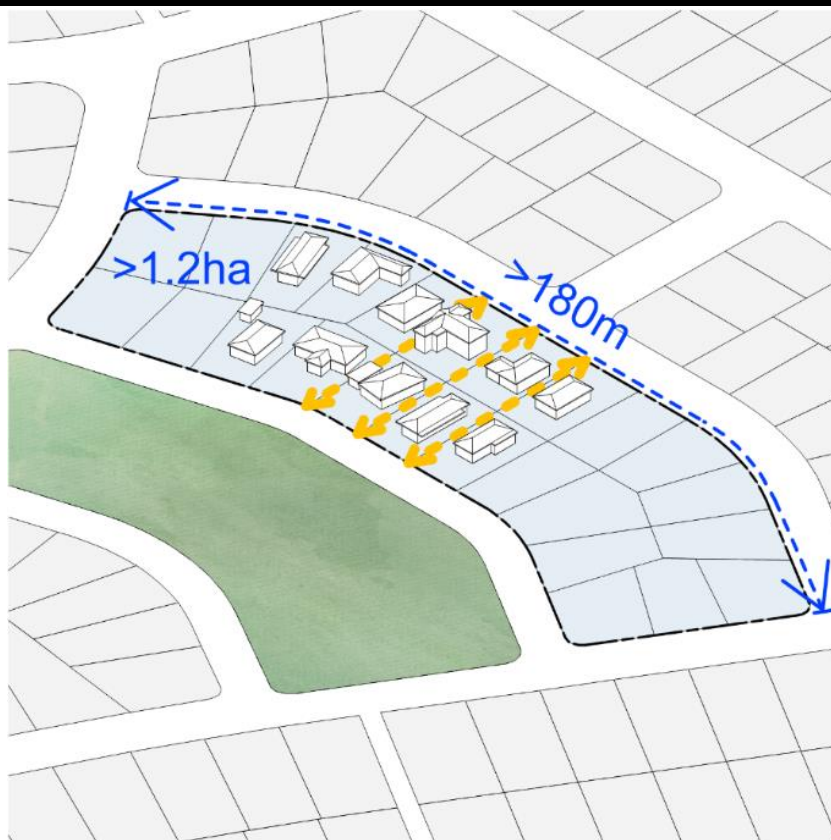
Through block connections encourage walking. Narrow links lack public frontage and oversight. Wider connections add to the diversity of the public space network and improve public safety.

Photo credit – Surry Hills Sydney, Hill Thalys photo library.

## Existing state

Large urban sections discourage neighbourhood walking, predisposing people to using a car for local trips to centres, schools, universities, hospitals, parks and neighbours in other streets.

The Australian Heart Foundation and health authorities promote walkable neighbourhoods to help reduce preventable disease.



## 'Urban improvement' approach

1. Make a new link close to an existing street:
  - 3m wide for a section with public frontage up to 15m wide.
  - 4.5m wide for a section with public frontage greater than 15m wide.
2. Provide a new footpath and dedicate the new link as public land.
3. Provide built address to public frontages with a range of building types up to 3.5 storeys in height.
4. Consolidate deep soil landscapes in the centre of the urban block and along public frontages.
5. Redevelop opposite – on the other side of the new link – with the same criteria above to complete a 6m–9m wide link over time; provide tree planting and or swales in the widened link, as appropriate, and expand the public dedication of the link.



#### 4. Accessing Canberra's green network

This type of 'urban improvement' can apply if development is planned beside a park (public open space):

- Introduce new public links to expand barrier free access to parks
- Incorporate a second public frontage/built address to provide oversight of the park.

**Desired outcome – Barrier free access to public space, and safety in public space**

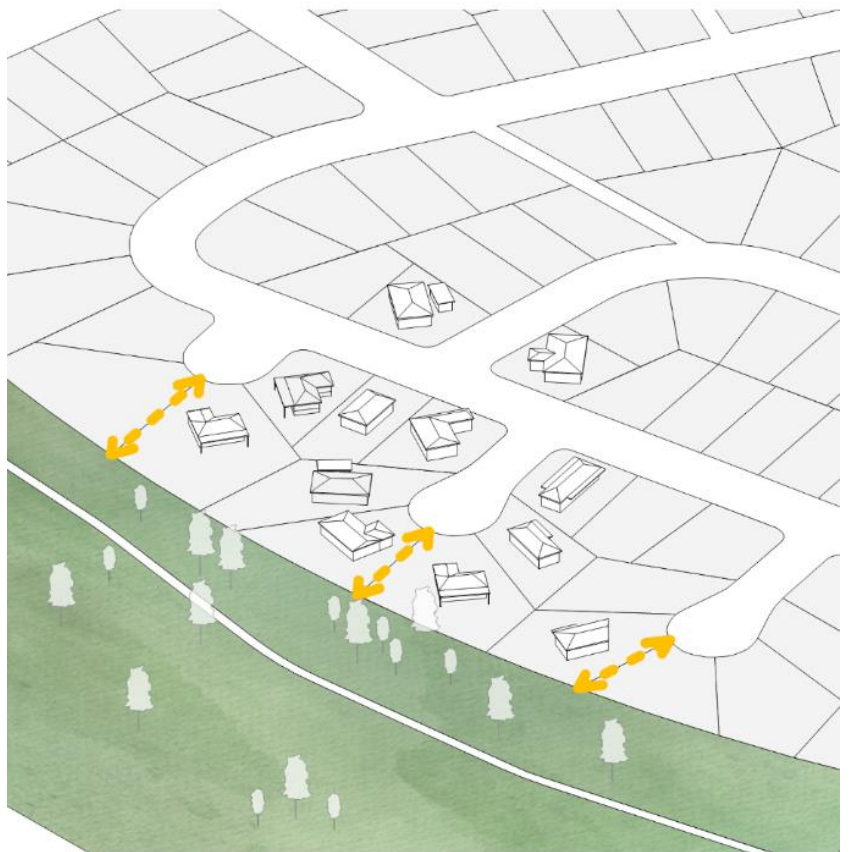


Built form overlooking Hassett Park, Campbell. Design Credit – Jane Irwin Landscape Architecture and Hill Thalix. Photo credit – Dianna Snape

## Existing state

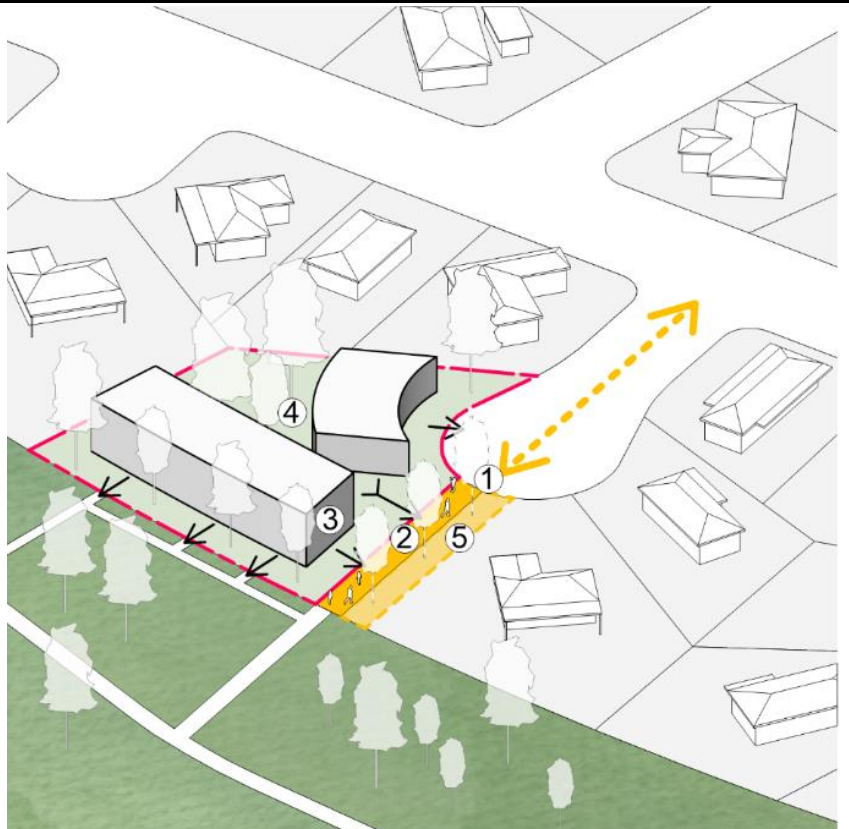
Some parks in Canberra are poorly connected to the local neighbourhood they are intended to serve.

Some parks are edged by back fences, making them less safe.



## 'Urban improvement' approach

1. Make a new link close to an existing street:
  - 3m wide for a section with public frontage up to 15m wide.
  - 4.5m wide for a block with public frontage greater than 15m wide.
2. Provide a new footpath and dedicate the new link as public land.
3. Provide built address to public frontages with a range of building heights and up to 6 storeys on park frontages.
4. Consolidate deep soil landscapes in the centre of the urban block and along public frontages.
5. Redevelop on the other side of the new link with the same criteria above to complete a 6m–9m wide link over time; provide tree planting and or swales in the widened link, as appropriate, and expand the public dedication of the link.



## Appendix 3: District strategy implementation plan

This District Strategy was released in 2023. The [Planning Act 2023](#) requires that the Executive must, at least once every 5 years after making a district strategy, consider whether the strategy should be reviewed.

The District Strategy is guided by this implementation plan to track and monitor progress and guide the delivery of actions, programs and projects. The district strategy is comprised of five ‘big drivers’ and underpinned by a range of targets and 12 implementation pathways and actions that span the full continuum of metropolitan and district planning. The numbering of the implementation pathways is not a reflection of an order of priority.

**Implementing the district strategies involves a whole-of-government effort. Directorates are working together to deliver the actions, programs and projects and monitor and report on progress and outcomes under the implementation plan.**

The implementation plan is in two parts:

1. Common to all districts (city-wide) priority actions, programs and projects for the 12 implementation pathways
2. District-focussed initiatives for the 5 big drivers.

Timeframes and definitions:

- Short-term: next 5 years (2023 – 2028)
- Medium-term: next 10 years (2023 – 2033)
- Long-term: next 20 years (2023 – 2043)
- Longer term: 20+ years (2043+)
- Ongoing: action has commenced and is progressing as part of a rolling or continuing commitment.

Indicators are measures of success named and quantified (where possible).

Not all of the initiatives in the implementation plan are formal commitments or have budget funding. Items in the implementation plan may require consultation, government decisions and budget processes.

## City-wide implementation pathways and actions

IMPLEMENTATION PATHWAYS AND ACTIONS	TIMEFRAME	DIRECTORATE RESPONSIBLE	INDICATOR
<b>1 Blue-green network preservation and expansion:</b> Enhancing and filling gaps in the blue-green network, delivering initiatives set out in environmental policies and legislation, and enhancing blue-green features through new development.			
Continue to collaborate with the Dhawura Ngunnawal Caring for Country Committee (DNCCC) on opportunities to provide input on knowledge, culture and traditions.	Short term	EPSDD	Ongoing engagement with DNCCC.
<b>2 Detailed planning for future housing and employment:</b> Further analysis, research and investigations to inform more detailed planning for future employment floorspace and housing.			
Investigate the RZ2 Suburban Core Zone to determine why the existing built form does not demonstrate the intended variation of housing typologies between RZ1 and RZ2 zone.	Short term	EPSDD	ACT RZ2 Suburban Core Zone Study completed.
Undertake further detailed analysis and modelling to identify future housing needs not able to be met by change areas across districts.	Short term	EPSDD	Indicative Land Release Program
Undertake further detailed analysis of transect work for future investigation areas.	Short term	EPSDD	Future housing needs met.
<b>3 Territory Plan – applying urban character and design principles:</b> Changes through the statutory planning system and Territory Plan, such as rezoning or implementation by district policies or zone policies.			
Prepare district policies for each district in the Territory Plan.	Short-term	EPSDD	District policies completed.
<b>4 Transport and land use in integration:</b> Integration of land uses in planning for infrastructure projects like light rail and transport network development.			
Undertake planning to inform the design of the future light rail corridors.	Ongoing	EPSDD TCCS MPC	Planning for light rail corridors completed.
<b>5 Employment and economic focus areas:</b> Selected centres will be a focus for enhanced economic development and employment outcomes through targeted planning and investments and policy initiatives.			
<b>7 Selected group and local centres revitalisation:</b> Targeted support and interventions to address declining local centres particularly those where socio-economic indicators are below the Canberra average.			
Undertake a detailed investigation of ACT local centres and retail planning. This study related to the above ACT RZ2 Suburban Core Zone Study, since many of the RZ2 zones surround local centres and would benefit from their intensification.	Short term	EPSDD lead TCCS CMTEDD	ACT Local Centres and Retail Planning Study completed.
<b>6 Establish new innovation precincts:</b> Enhance the economic contribution of geographic areas where high value industry, research, health and education institutions and elite institutions are clustered together by enhancing physical and networking connections through targeted planning, investment and coordination initiatives.			
Undertake targeted planning, investment and coordination initiatives to establish new innovation precincts.	Ongoing	CMTEDD – Economic Development	New innovation precincts established.
<b>8 City making and urban improvement:</b> Development in key precincts contributes to remaking the city through ‘urban improvement’ – including improvements to streets and public domain.			
Undertake more work on the concept of a new ‘urbanising agent’ or governance models to facilitate significant redevelopment and urban improvement.	Short term	EPSDD	Urban improvement projects facilitated.
<b>9 Precinct-based zero carbon initiatives:</b> Precincts and larger scale development sites should test the scope for precinct-based initiatives that contribute to the ACT’s 2045 Net Zero Emissions target, as well as broader resilience outcomes.			
Provide the infrastructure needed to deliver the zero-carbon transition, as well as supporting and encouraging building owners and development proponents to transition.	Ongoing	EPSDD	2045 Net Zero Emissions target met.
<b>10 Integrated infrastructure planning:</b> Integrated planning and delivery of infrastructure to support growth, including civil infrastructure, environmental upgrades and management, and community and recreational facilities.			
Undertake a broader assessment of community, sport and recreation facilities of needs across the ACT to help fill the gaps identified in the district strategies.	Short term	EPSDD TCCS	ACT Community, Sport and Recreation Facilities Needs Assessment completed.
Undertake a study to develop planning and design parameters for Yarra Glenn and any other complex strategic sites in the light rail corridor from the City Centre to Woden.	Short term	EPSDD	Planning for light rail corridors completed.
<b>11 Governance for comprehensive redevelopment:</b> New ‘urbanising agent’ or governance models to facilitate significant redevelopment and urban repair.			
Undertake more work on a governance model for consideration by Government.	Short term	EPSDD	New ‘urbanising agent’ or governance model.
<b>12 Social and affordable housing contributions:</b> Investigation of future initiatives to support increase social and affordable housing in Canberra, including inclusionary zoning.			
Investigate planning and design provisions that encourage the supply of affordable housing, such as inclusionary zoning.	Medium term	EPSDD	ACT Housing Strategy implemented.

## East Canberra District implementation plan – big drivers and possible initiatives

BIG DRIVERS AND INITIATIVES	PATHWAY	TIMEFRAME	DIRECTORATE RESPONSIBLE	INDICATOR
<b>1 Blue green network</b>				
Enhance, restore and connect priority areas of grassland, particularly north of Canberra Airport and in the south around existing grassland reserves and adjacent in NSW. Enhance, restore and re-connect priority areas of grassland, particularly through the Majura Valley and Jerrabomberra around existing grassland reserves, and with linkages to reserves in other districts and native grasslands in NSW.	1	Ongoing	EPSDD TCCS SLA	Grassland protected.
Enhance, restore and re-connect priority areas of woodland, particularly around Mount Ainslie and Mount Majura and habitat connections into Inner north and city district, as well as between Callum Brae, Isaacs Ridge and West Jerrabomberra nature reserves and their connections into the Inner south and Tuggeranong districts.	1	Ongoing	EPSDD TCCS SLA	Woodland protected and restored, and flora and fauna connectivity enhanced.
Protect and restore areas of Woolshed Creek, Jerrabomberra Creek, Woden Creek, and Scrivener Creek and their tributaries as riparian corridors, and linkages to the Jerrabomberra Wetlands and Narrabundah Wetlands.	1	Short term	EPSDD TCCS SLA	Ongoing protection and enhancement of riparian corridors.
Explore wildlife crossing opportunities for the Majura Parkway, Canberra Avenue and Monaro Highway to re-establish connectivity between the important woodland and grassland habitat in and around Mount Majura and Mount Ainslie in the west, and Commonwealth land in the east.	1, 4	Medium term	EPSDD TCCS SLA	Woodland and grassland habitat connectivity explored and re-established.
Consider opportunities to enhance the primary blue-green network for recreation benefits in highly used recreational tracks and linkages at Mount Ainslie and Mount Majura, around Pialligo and along the Molonglo River, and through enhancing recreational and educational engagement at Callum Brae Nature Reserve.	1	Medium term	EPSDD TCCS SLA	Blue-green network enhanced.
<b>2 Economic access and opportunity across the city</b>				
Consider opportunities for parts of the Eastern Broadacre to be developed for industrial and related uses, given proximity to national freight routes, Canberra Airport, and existing industrial areas at Fyshwick, Symonston and Hume.	2, 4	Short term	EPSDD	Industrial land use needs identified.
Partner and collaborate with the NSW Government and Queanbeyan-Palerang Regional Council to investigate a coordinated, strategic approach to cross-border infrastructure and road connectivity to accommodate anticipated employment and housing growth in South Jerrabomberra (NSW) including the South Jerrabomberra Regional Jobs Precinct.	2	Short term	EPSDD CMTEDD	Economic development connectivity with NSW enhanced.
Plan for economic diversity, growth and innovation, using the planning system to (where possible) support a range of employment uses including innovative clean waste industries, industrial ecology, airport-supportive uses, agribusiness and tourism, and other emerging sectors.	2, 3	Medium term	EPSDD CMTEDD	Economic diversity, growth and innovation to support employment planned.
Identify and provide buffers to key and sensitive land uses which have special needs (such as corrective and emergency services sites, and Commonwealth uses).	3, 10	Short term	EPSDD JACS ESA	Buffers identified to sensitive land uses.
Retain capacity within the district for agriculture and food production in the district.	2, 3	Short term	EPSDD	Agriculture and food production capacity retained.

BIG DRIVERS AND INITIATIVES	PATHWAY	TIMEFRAME	DIRECTORATE RESPONSIBLE	INDICATOR
<b>3 Strategic movement to support city growth</b>				
Identify and protect major transport corridors – both rail and road – and planning for surrounding land uses and planning controls which benefit these assets and support their function.	3, 4	Short term	TCCS EPSDD	Transport corridors for rail and road identified and protected.
Continue planning for a future the light rail connection to Canberra Airport.	4	Medium term	EPSDD MPC TCCS	Planning for future light rail continued.
Investigate improvements to public transport access to the rest of Canberra for residents of Oaks Estate, Pialligo and Symonston, including via a strategic investigation corridor connecting through the Inner South and between Hume and the Tuggeranong district.	4	Medium term	TCCS	Public transport improvements investigated.
Partner and collaborate with the NSW Government and Queanbeyan-Palerang Regional Council to investigate a coordinated, strategic approach to cross-border infrastructure and road connectivity to accommodate anticipated employment and housing growth in South Jerrabomberra (NSW) including the South Jerrabomberra Regional Jobs Precinct	4, 10	Short term	EPSDD CMTEDD	New transport connections between ACT and NSW investigated.
Support the functions of Canberra Airport by considering and implementing (where relevant) the National Airports Safeguarding Framework (NASF).	4	Ongoing	EPSDD	Canberra Airport functions supported.
Investigate the potential for a high speed rail connection through the district (over the longer-term) including the best means of protecting the corridor through leasing arrangements and planning provisions.	3, 4	Longer term	TCCS EPSDD	Potential for high speed rail connection investigated.

## Appendix 4: References

The following key data sources, plans, policies and strategies have informed the preparation of the District Strategies, as well as more detailed technical studies.

- ABS Census of Population and Housing, 2011, 2016 and 2021
- ACT Climate Change Strategy 2019-25
- ACT Infrastructure Plan: planning for the Future 2019
- ACT Planning Strategy 2018
- ACT Strategic Bushfire Management Plan 2019-2024
- ACT Sustainable Energy Policy 2020-25
- ACT Transport Strategy 2020
- ACT's Transition to Zero Emissions Vehicles Action Plan 2018-21
- Australian Capital Territory Indicative Land Release Program 2022-23 to 2026-27
- Canberra's Living Infrastructure Plan: Cooling the City 2019
- CBR Switched On – ACT's Economic Development Priorities 2022-2025
- City Plan 2014
- Community engagement on District Strategies, Listening Reports and Engagement Outcome Report 2021
- Entertainment Action Plan 2019
- *National Capital Plan*
- Nature Conservation Strategy 2012-2023
- *Territory Plan*
- Town and Group Centre master plans.

# Glossary of terms

**Activate:** Improve the quality of places to attract more people to visit, gather and participate in activities there.

**Active travel:** Includes physical activity undertaken as a means of transport and not purely as a form of recreation. Active travel can include walking, cycling, skating, scootering, skateboarding and the use of mobility aids. Active travel also includes using any of these forms as incidental activity associated with the use of public transport.

**Active travel network:** The system of interconnected pathways used for cycling and walking.

**ACT Planning Strategy:** The strategy produced by the Environment, Planning and Sustainable Development Directorate titled ACT Planning Strategy 2018. The overarching strategic planning document that reflects and integrates the vision and directions of the community and other ACT Government strategies, particularly housing, transport and climate change. It provides a clear, robust and contemporary urban planning framework to guide our growth and prosperity into the future. It details five themes that will deliver on a vision for a sustainable, competitive and equitable Canberra:

1. compact and efficient
2. diverse
3. sustainable and resilient
4. liveable
5. accessible

**ACT planning system:** Legislation, policies, rules, plans and strategies that guide and inform planning and development in the ACT.

**Adaptable housing:** Housing that complies with Australian Standard AS4299 Class C Adaptable Housing and is designed to cater for people of all ages and abilities. Adaptable housing provides greater housing choices and means it is easier for people to 'age in place' where they feel comfortable, for example a home that is wheelchair accessible

**Affordable housing:** Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs. It differs to social housing which is provided and/or managed by the government (public housing) or by a not-for-profit organisation (community housing).

**Amenity:** Desirable or useful features of a place that provide convenience, comfort or enjoyment.

**Area planning:** Planning at a district level to bridge the gap between ACT-wide and local area planning to provide an opportunity to build on existing and emerging government policies, plans and strategies.

**Baseline:** A minimum or starting point for comparison. The District Strategies include baseline employment forecasts in each district.

**Biodiversity:** The variety of life in all its forms and at all levels of organisation, as well as the ecological and evolutionary processes through which genes, species and ecosystems interact with one another and with their environment.

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

**Blue-green landscape/infrastructure/network:** ‘Blue’ refers to waterways including creeks and wetlands within the landscape. ‘Green’ refers to the trees, urban forests, gardens, parks and open space.

**Boulevard:** A broad avenue with rows of street trees.

**Brownfield:** An area of land that has previously been used for residential, industrial or commercial purposes.

**Built environment:** The structures and places in which we live, work and play, all of which are integral to improving the health, wellbeing and quality of life of our community as a whole.

**Built form:** Relates to the buildings, associated structures and surrounding public spaces.

**Capital works:** The provision of site infrastructure associated with and integral to a development, such as a new electrical sub-station, new water main, new road, bridge or main sewer line.

**Carbon neutral city:** A carbon neutral city or activity emits no net greenhouse gases. This can be achieved by reducing carbon emissions from city-related activities and/or by offsetting emissions with changes in activities unrelated to the city.

**Character:** Character makes an area distinctive and contributes to the identity of the place.

**City Centre:** Characterised by an established commercial core with a full range of services, taller buildings and a network of retail and commercial streets with active frontages. It serves as the primary centre for local government, commerce and entertainment, while providing opportunities for office development and residential intensification. Town centres provide the main commercial and community focus for the district populations (that is, Belconnen, Gungahlin, Tuggeranong and Woden/Weston Creek).

**Climate change adaptation:** Actions taken to help communities and ecosystems adjust to changing climate conditions and their effects.

**Climate change mitigation:** The reduction of greenhouse gas emissions to achieve stabilisation of greenhouse gas concentrations in the atmosphere and subsequently a cessation of further warming.

**Collector roads:** These roads collect and distribute traffic within residential, industrial and commercial areas.

**Design principles:** A set of design ideas that enable the consistent consideration of a range of design-related issues including at a broader city, neighbourhood or site-specific scale.

**Desired outcome:** A statement describing the intent of planning provisions and the planning policy outcomes intended to be achieved.

**Development application (DA):** A formal application, including supporting documents, lodged with the planning and land authority to enable an assessment of a proposed development against the requirements of the Territory Plan and the Planning Act.

**Development assessment:** The processes through which development applications are assessed and considered. They are either approved, refused or required to resubmit with further detail.

**District planning:** Planning at a district level to bridge the gap between ACT-wide and local area planning to provide an opportunity to build on existing and emerging government policies, plans and strategies.

**Ecosystem:** A dynamic combination of plant, animal and microorganism community and their non-living environment (e.g. soil, water and the climatic regime) interacting as a functional unit.

**Employment land:** Land that is zoned in the Territory Plan for commercial and industrial purposes.

**Fine grain:** Smaller scale development which stimulates the street level experience of places through the articulation of activities, design and materials.

**Future-proof:** The process of anticipating the future and developing methods of minimising the effects of shocks and stresses of future events.

**Greenfield:** Undeveloped land often located on the edge of existing urban areas. Greenfield development requires full assessment of environmental, infrastructure and planning issues to determine future use and suitability for expansion of the city. Typically, this will involve an additional process of applying for a subdivision design application before submission of a subdivision development application for a new estate.

**Greenhouse gas emissions:** Any of the gases whose absorption of solar radiation is responsible for the greenhouse effect including carbon dioxide, methane, nitrous oxide and the fluorocarbons.

**Gross floor area (GFA):** The sum of the area of all floors of the building, measured from the external faces of the exterior walls.

**Group centre:** Centres that service several nearby suburbs and provide easy access to major services, retailing and other commercial and community uses that meet the weekly needs of its catchment population.

**Guidelines:** Documents that provide guidance on how to implement official advice but do not include specific development controls.

**Housing diversity:** A range of housing types to choose from; for example, single dwellings, town houses and apartments.

**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.

**Indicative land release program (ILRP):** An annual program that sets out the Government's intended land releases for sale over four years of residential, mixed-use, commercial, industrial, community and non-urban land. It also contributes to the financial, social and environmental objectives of the Territory i.e. affordable housing, green space and government revenue.

**Industry:** The use of land for the principal purpose of manufacturing, assembling, altering, repairing, renovating, ornamenting, finishing, cleaning, washing, winning of minerals, dismantling, processing, or adapting of any goods or any articles.

**Infill:** Development of unused or underutilised land in existing urban areas. It involves increasing the capacity of our existing urban area to support growth.

**Innovation precinct:** A group of industry, research and education activities within an area.

**Knowledge industries:** Are based on knowledge-intensive activities that contribute to an accelerated pace of technical and scientific advancement. They have a greater reliance on intellectual capabilities than on physical inputs or natural resources.

**Land capability:** Use of land according to its capacity to sustain such use, without long-term degradation.

**Land use:** The way in which a piece of land is used which includes the activities that are undertaken on it such as residential, industrial, community facility, recreational and commercial.

**Land use zones:** Are allocated by the Territory Plan to all Territory land within the ACT. They define what land uses can or cannot occur on a piece of land.

**Last kilometre:** Term used in supply chain management to refer to the last leg of a journey to move people or goods to a final destination.

**Liveability:** This is a measure of city resident's quality of life and is used to benchmark cities around the world. It includes socioeconomic, environmental, transport and recreational measures.

**Living infrastructure:** Refers to all the interconnected ecosystems within an urban catchment, including the 'green infrastructure' of trees, gardens, green walls and roofs, parks, reserves and open spaces, and the 'blue infrastructure' of our waterbodies including lakes, wetlands and waterways.

**Local centre:** Smaller shopping centres that provide convenience retailing and community and business services that meet the daily needs of the local population.

**Location quotient:** A measure of relative industry specialisation of a local economy compared to a larger area.

**Micro-mobility:** For of transport using methods such as e-scooters and e-bikes.

**Missing middle housing:** Can be defined in many ways, primarily referring to low rise medium-density housing types that fall in-between smaller apartments and larger freestanding homes. Missing middle housing includes duplexes (two attached or semi-attached dwellings), townhouses (dwellings in a multi-unit complex), terrace houses (dwellings built in a continuous row), dual occupancies (two dwellings on one block of land), and manor homes (comprise 3-4 small low-rise dwellings).

**Mixed-use:** An umbrella term that means a block that requires development for residential and one or more commercial uses.

**Mixed-use development:** Involves a mix of complementary land uses, such as residential, small offices or convenience stores. This can include horizontal and vertical mixes.

**Multimodal:** Many different types of transport within a network, including walking, bikes, e-scooters, cars, buses, light rail, heavy rail, freight and others.

**Multi-unit housing:** The use of land for more than one dwelling and includes, but is not limited to, dual occupancy housing.

**Natural resources:** These resources include soil, water and marine resources; geological features and landscapes; native vegetation; native animals and other native organisms; and ecosystems.

**Non-single residential:** Relating to a Crown Lease for block types commonly referred to as commercial, industrial, englobo, multi-unit, mixed use and/or community.

**Orbital roads:** Roads that travel around the outside of an urban area.

**Outcomes-focussed planning:** A system that focuses on the substantive matters to be addressed without specifying in detail how that will be achieved. It is one that is centred on the quality, results and performance of planning system outcomes, rather than rule compliance.

**Overlays:** Territory Plan overlays are a set of planning instructions that apply to areas which have

**Place making:** A multi-faceted approach to the planning, design and management of public spaces. Place making encourages broad community and business involvement in the design, experience, place management and progressive enhancement of the public realm through engagement and participation.

**Planning:** Also called urban or regional planning, is the process of making decisions to guide future action and is specifically concerned with shaping cities, towns and regions by managing development, infrastructure and services to improve social, economic and environmental outcomes.

**Planning Act 2023 (the Act):** The legislation which provides the framework for the ACT planning system.

**Policy outcome:** The planning or policy outcome subsequent provisions of the Territory Plan are endeavouring to achieve.

**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.

**Residential redevelopment:** Development that involves:

- substantial or total demolition of an existing dwelling on land previously used for residential purposes and replacement with one or more new dwellings
- establishment of one or more new dwellings on land previously used for residential purposes in addition to an existing dwelling
- substantial alterations to an existing dwelling that would result in a significant change to the scale and/or character of the dwelling.

**Resilience:** The capacity of individuals, communities, businesses and systems in a region to survive, adapt and thrive, no matter what chronic stresses and acute shocks they experience.

**Section:** An area of land comprising of a logical grouping of individual blocks identified as a Section pursuant to the [Districts Act 2002](#).

**Setback:** Distance between block boundary and the outside face of a building or structure.

**Shared-use path:** A path that is restricted to 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):** A road or place where the road space 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.

**Single dwelling housing:** The use of land for residential purposes for a single dwelling only.

**Site:** A block, lease or other lawful occupation of land, or adjoining blocks, leases or lawful occupancies in the event of these being used for a single undertaking or operation, but excludes the area of any access driveway or right-of-way.

**Social infrastructure:** Encompasses all the facilities, services and networks that help families, groups and communities to meet their social, health, education, cultural and community needs.

**Solar access:** The ability of a building or public space to receive sunlight without obstruction from other buildings.

**Spatial planning:** Planning that places a greater emphasis on strategic planning and physical direction of the Territory at different scales, from the city level to the local-area and site levels of planning, as well as improved planning and built form outcomes.

**Spatial context:** Of a site is where something is located within an area of a city.

**Stakeholder:** Any person, institution, organisation, agency, department, authority, club, association or the like which is directly involved in the planning process.

**Strategic planning:** The long-term strategic or policy objectives that describe the purpose and direction of the planning system.

**Suburbs:** Small residential communities located on the periphery of a city centre. Suburbs close to the city centre typically consist of medium to high-density dwellings, with suburbs on the outskirts of the city typically consisting of medium to low-density dwellings. Suburbs are usually serviced by a local or group centre.

**Sustainable development:** Forms of development that meet the needs of the present without compromising the ability of future generations to meet their needs.

**Surveillance (or passive surveillance):** The 'eyes on the street' from residents and people going about their daily activities to create a sense of safety on streets and public spaces.

**Town centre:** A town centre offers a wide range of facilities and services to serve the community and visitors from the surrounding district. Typically, a town centre offers employment opportunities and provides higher order retail facilities, offices and consulting rooms; cultural, community and public administration; entertainment, educational, religious and residential facilities. Generally, most urban districts in the ACT have a town centre providing access to goods and services bought less frequently.

**Territory Plan:** The key statutory planning document in the ACT. It is a statutory document that guides planning and development in the ACT to provide the people of the ACT with an attractive, safe and efficient environment in which to live, work and play. The Territory plan is used to:

- to manage development, in particular land use and the built environment
- to assess development applications
- to guide the development of new estate areas (future urban land) and the management of public land.

The Territory Plan contains:

- a statement of strategic directions
- a map, including zones and overlays
- Policy outcomes and land use tables of assessable developments for each zone
- a range of controls including Assessment requirements, assessment outcomes and development compliance provisions.
- The Territory Plan also relies upon a range of supporting documents including Design Guides and Technical Specifications to assist in applying some of the Territory Plan provisions. Supporting documents are to be made available on the Authority's website.

**Transit corridors:** Transit corridors are generally linear in form and are designed for mass transport. Transit corridors offer one or more modes of transport, such as car lanes, cycle lanes, bus lanes, light rail and footpaths. Development often occurs along transit corridors due to the ease of transport. Northbourne Avenue is an example of a transit corridor

**Typology:** Refers to housing or building typologies, which are sets of buildings that are similar in their function or building form – for example, low-density housing is one example of a typology that would be characterised by 1-2 storey single dwellings.

**Transit-oriented development:** The creation of compact, walkable communities located around high-quality public transit systems.

**Unit title:** A type of property ownership where home owners own a defined part of a building such as an apartment, generally known as a unit. They also have shared ownership, as tenants in common, of common areas such as lifts, lobbies or driveways. These areas are known as common property. Each unit may also have additional land or building called unit subsidiaries, such as car spaces and balconies.

**Urban density:** The number of people living in an area of a city or part of a city.

**Urban design:** The collaborative and multi-disciplinary process of shaping the physical setting for life in cities and towns. It involves the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes that facilitate successful development.

**Urban footprint:** The geographic extent of the existing urban area.

**Urban grain:** The street pattern, size and distribution of blocks, scale of buildings and their relationship to each other. Urban grain includes the hierarchy of street, the pedestrian connections, public places and linkages to public transport

**Urban infill:** Development of unused or underutilised land in existing urban areas. It involves increasing the capacity of our existing urban area to support growth.

**Urban intensification areas:** Targeted areas where development and redevelopment are directed and aligned with supporting infrastructure and provide the opportunity for renewal and investment.

**Urban renewal:** This is the process of improving the economic, social and environmental sustainability of a particular urban area through redevelopment of underutilised urban areas. It typically involves urban redesign, infrastructure renewal and investment, and identifying precincts and land for mixed use.

**Urban improvement:** This means improving streets and public domain with more connections and greenery to encourage walking and enhance local liveability.

**Urban services:** A collection of industries that enable the city to develop and its businesses and residents to operate. These industries are often in industrial and employment zones and have land use, floorspace, operational and accessibility requirements that mean they need to locate in special areas and away from non-compatible uses – such as utilities providers, mechanics, and light manufacturing uses.

**Urban transect:** A line or section through a city representing changes in types of urban environments, generally most compact and dense in the city centre and stepping down in height, built form and density to the urban fringe.

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