

## SUMMARY

# DRAFT EAST CANBERRA DISTRICT PLANNING STRATEGY

The Strategy is a vision for how we live, work, play and care for community in East Canberra.



**The East Canberra District comprises the Majura Valley and Jerrabomberra Valley. It contains the important aviation, freight and business hub of Canberra Airport as well as Oaks Estate, Pialligo, Symonston, Hume, Beard, and the area generally known as Eastern Broadacre.**

## What residents value about the East Canberra District

This district has a predominately rural, transport and industrial character with residential uses in Pialligo and Oaks Estate. During previous consultation during a master planning process, residents particularly valued:

- the area's Aboriginal heritage
- Oaks Estate's historic value as a highly intact early 20th century urban village, centred around key cornerstones including The Oaks, River Ford, Robertson House, community hall and Queanbeyan Railway Station
- rural vistas to the north across the Molonglo River and to the east across Queanbeyan River
- the strong and diverse community with a creative and artistic vibe
- parks and walking trails that are active spaces but also protect visual amenity.



## Future directions

Each district strategy is informed by five drivers.

The drivers align with a set of future directions that tell us the focus of the strategy. For East Canberra these are:

### 5 big drivers

### Directions for East Canberra

 <b>Blue-green network</b>	<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>
 <b>Economic access and opportunity across the city</b>	<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>
 <b>Strategic movement to support city growth</b>	<ul style="list-style-type: none"><li>• 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.</li></ul>
 <b>Sustainable neighbourhoods</b>	<ul style="list-style-type: none"><li>• Limit new housing development in line with the Territory Plan.</li></ul>
 <b>Inclusive centres and communities</b>	<ul style="list-style-type: none"><li>• Enhance accessibility of services and facilities for Oaks Estate, Pialligo, and Symonston residents.</li></ul>



## Initiatives

A range of **initiatives** will deliver on the directions. Some are already planned or underway, and some are planned in the short term (5 years), medium term (10 years), long term (20 years) and longer term (more than 20 years).

The last page of this document has a full list of the initiatives for East Canberra with further detail available in the Draft East Canberra District Strategy.



## Have your say on the **Draft East Canberra District Strategy**

The East Canberra Strategy is in **draft** form. We are seeking community feedback to find out what you think about it. We are seeking your views on **key development sites and change areas** and proposed **initiatives**, including what you think is most important, and what you think we should explore further.

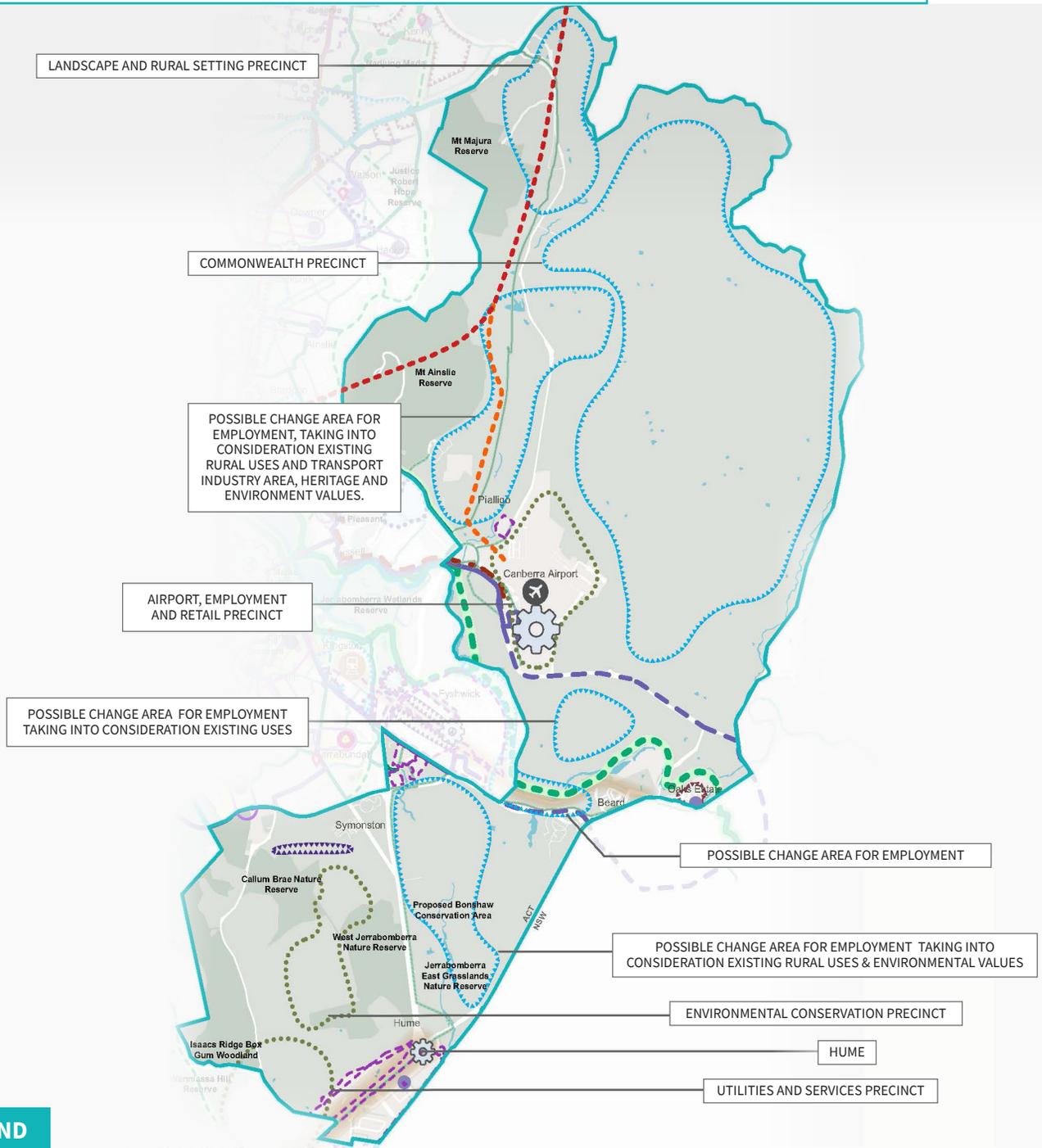
You can find out more, read the Draft East Canberra District Strategy and have your say through a series of in-person and online activities by visiting <https://yoursayconversations.act.gov.au/act-planning-review>



# Change areas

There are several possible change areas for employment shown on the map below.

## Draft East Canberra District Strategy Plan



### LEGEND

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|--|--|--|---|---|
| <p><b>Sustainable Neighbourhoods</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Future Investigation Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid purple; border-radius: 5px; margin-right: 5px;"></span> Rapid Stop to Local Centre 200m Connections</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid pink; border-radius: 5px; margin-right: 5px;"></span> Rapid Stop to Group Centre 400m Connections</li> <li><b>Key Sites and Change Areas</b></li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Proposed</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid blue; border-radius: 50%; margin-right: 5px;"></span> Possible</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid purple; border-radius: 50%; margin-right: 5px;"></span> Potential</li> <li><b>Inclusive Centres and Communities</b></li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> New Community and Recreation Facilities</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid purple; border-radius: 50%; margin-right: 5px;"></span> Possible Centre Revitalisation Opportunity</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid blue; border-radius: 50%; margin-right: 5px;"></span> Shopping Centre Improvement Program Underway</li> </ul> | <p><b>Strategic Movement</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> Current Light Rail Corridor</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed red; margin-right: 5px;"></span> Proposed Light Rail Corridor</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid blue; margin-right: 5px;"></span> Current Rapid Bus Corridor</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> Proposed Rapid Bus Corridor</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid grey; margin-right: 5px;"></span> Current Active Travel Community Network</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed grey; margin-right: 5px;"></span> Proposed Active Travel Community Network</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed grey; margin-right: 5px;"></span> Bicentennial National Trail</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid brown; margin-right: 5px;"></span> Strategic Investigation Corridor</li> <li><b>High Speed Rail Alignment</b></li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed red; margin-right: 5px;"></span> Proposed</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed orange; margin-right: 5px;"></span> Alternate</li> </ul> | <p><b>Blue-Green Network</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d9ead3; border: 1px solid black; margin-right: 5px;"></span> Open Space</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #cfe2f3; border: 1px solid black; margin-right: 5px;"></span> Nature Reserve</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #a6c9ec; border: 1px solid black; margin-right: 5px;"></span> Water Bodies</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f4cccc; border: 1px solid black; margin-right: 5px;"></span> Sportsfields</li> <li><b>Existing Connections</b></li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid green; margin-right: 5px;"></span> Primary</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid lightgreen; margin-right: 5px;"></span> Secondary</li> <li><b>Possible Future Connections</b></li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed green; margin-right: 5px;"></span> Primary</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed lightgreen; margin-right: 5px;"></span> Secondary</li> </ul> | <p><b>Economic Access and Opportunity</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f4cccc; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> Economic and Employment Focus</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f4cccc; border: 1px solid black; margin-right: 5px;"></span> City/ Town/Group/Local Centre</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed purple; border-radius: 50%; margin-right: 5px;"></span> Service Trades/Industrial</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid blue; border-radius: 50%; margin-right: 5px;"></span> Local Centre</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid purple; border-radius: 50%; margin-right: 5px;"></span> Group Centre</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid blue; border-radius: 50%; margin-right: 5px;"></span> Innovation Precinct</li> </ul> | <p><b>Note:</b> This is a common legend for all similar district plans and not all items listed will appear on this drawing</p> |
|--|--|--|---|---|



### Waterways and green space network (blue-green network)

- 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.
- 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.
- Protect and restore areas of Woolshed Creek, Jerrabomberra Creek and Woden Creek, and Scrivener Creek and their tributaries as riparian corridors, and linkages to the Jerrabomberra Wetlands and Narrabundah Wetlands.
- 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.
- Consider opportunities to enhance the primary blue-green network for recreational 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.



### Economic access and opportunity across the city

- 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.
- 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.
- 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.
- Identify and provide buffers to key and sensitive land uses which have special needs (such as corrective and emergency services sites, and Commonwealth uses).
- Retain capacity within the district for agriculture and food production in the district.



### Strategic movement to support city growth

- 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.
- Continued planning for a future expansion of the light rail network and associated operational facilities (such as sub-stations, depots and layovers).
- 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.
- 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.
- Support the functions of Canberra Airport by considering and implementing (where relevant) the National Airports Safeguarding Framework (NASF).
- 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.