

# City of The City Plan

## The City Plan

2014



Australian Government



**ACT**  
Government

The plan has been made possible with a \$500,000 grant from the Australian Government's Liveable Cities Program, which supports state, territory and local governments in meeting the challenges of improving the quality of life in our capitals and major regional cities. The ACT Government has matched this contribution to the plan.

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## INTRODUCTION

Introduces the City Plan and outlines the study area, context, methodology.

## CITY CENTRE CONTEXT

Provides a historical, planning and policy context from which to consider the city centre's future.

## ANALYSIS

Analyses the current state of the city centre under six themes that are central to its operations.

## THE CITY PLAN

Frames the vision and possible responses to facilitate how the city centre will look, feel and operate towards 2030 and beyond.

## IMPLEMENTATION

Indicates how the vision could be delivered over the life of the plan.



THE CITY PLAN

4

**‘The city in its complete sense, then, is a geographic plexus, an economic organisation, an institutional process, a theatre of social action, and an **aesthetic symbol of collective unity**’**

*Lewis Mumford, What is a City?*

## The plan for the city centre

The city centre has a key role to play locally, regionally and nationally. The City Plan is intended to provide a framework for the future growth and development of the city centre to help Canberra reach its full potential as the capital of the Territory, the region and the country. The Plan seeks to bring about improvements and changes in the way the city centre operates both now and into the future. By bringing together the range of city centre activities into a single framework, we can see how individual actions contribute toward the strategic vision for a sustainable, attractive, vibrant and hard-working city that can achieve its full potential.

The Plan looks forward to 2030 and beyond, setting out a long term vision and objectives for how we want the city centre to be, framed around the six strategic themes. It highlights how growth and change can happen in particular areas of the city centre and identifies what needs to be done to make the vision a reality. Some strategic responses and actions are identified in the context of strengthening the core functions of the city centre and reinforcing its identity as a lively and viable capital city.

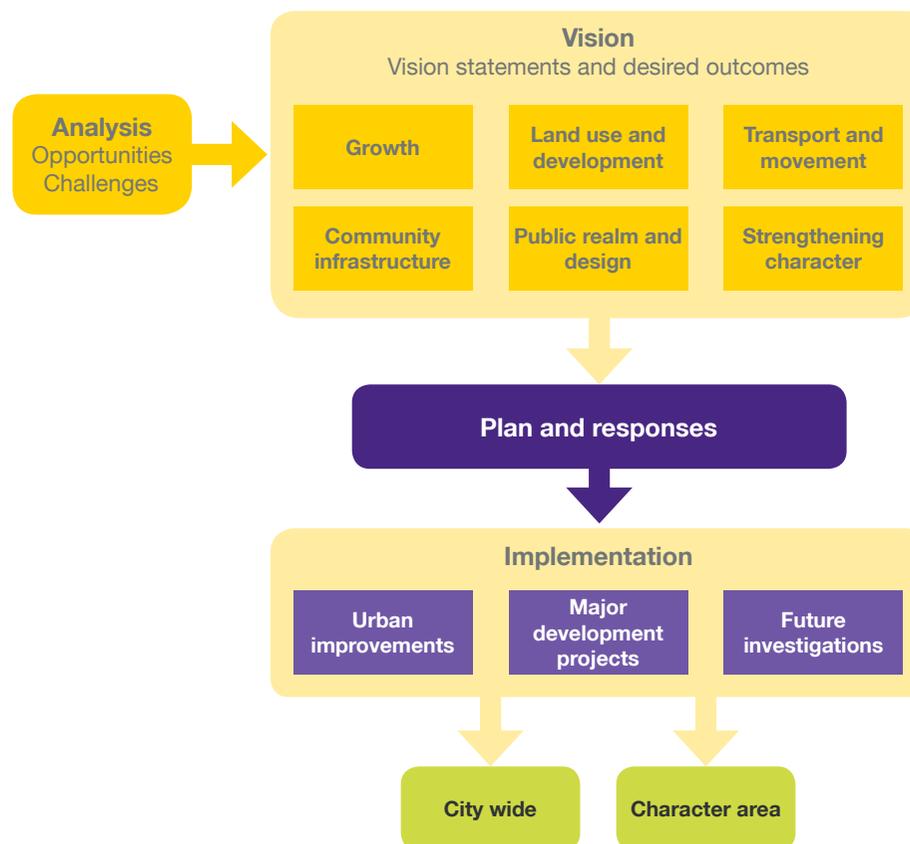
The Plan responds to the context and an understanding of the current and future opportunities and challenges. The vision is expressed through six themes including vision statements and desired outcomes. The Plan provides proposed responses to the opportunities and challenges to deliver the vision.

### 4.1 Vision

The Plan’s six themes underpin the way the city centre currently operates and functions. They were the basis for development of the Plan. Their significance is as important to the future of the city centre as they are to its ‘now’;

they have therefore formed the basis of a strategic vision including vision statements and desired outcomes for the city centre into the future.

The expression of the vision through the six themes can be found on the following pages.



# The city plan

## Growth

A vibrant centre that stimulates business, education, living, entertaining and recreation.

- A city centre that meets the needs of a growing and changing residential population.
- A city centre with the amenities, services, jobs and infrastructure to attract people, business and investment.



## Land use and development

A prosperous and dynamic mix of uses and activities that builds character.

- Increased density and scale of mixed use development to provide for after-hours activity to support the local business economy.
- A broader choice of uses to provide adaptable, flexible accommodation that meets a range of needs and increases the desirability and affordability of the city centre for a diverse community.



## Transport and movement

A connected place people can easily get to and get around in.

- The city centre as a hub of the transport system with a range of transport and movement options.
- A walkable and pedestrian-friendly city centre that is well connected to urban areas and surrounds.



## Public realm and design

An attractive, diverse, high-quality urban environment.

- Maximise public access to, and use of, the lake foreshore.
- Attractive streetscapes that reinforce the functions and amenity of a street and are sensitive to the built form, urban landscape and environmental conditions of the area will promote safety a sense of place and reinforce local identity.



## Community infrastructure

A culturally rich, accessible, active place for people.

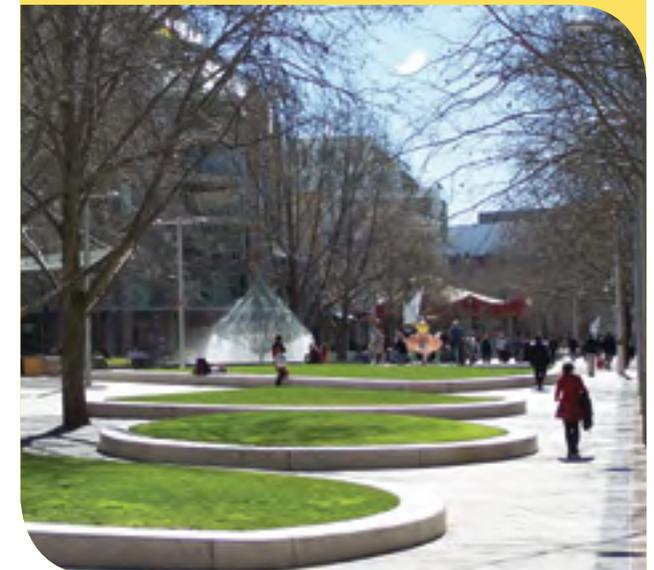
- A welcoming and safe place with a strong inclusive community where people can access social activities and see their culture reflected in the physical and social environment.
- A city centre that meets the needs of a growing and changing population.



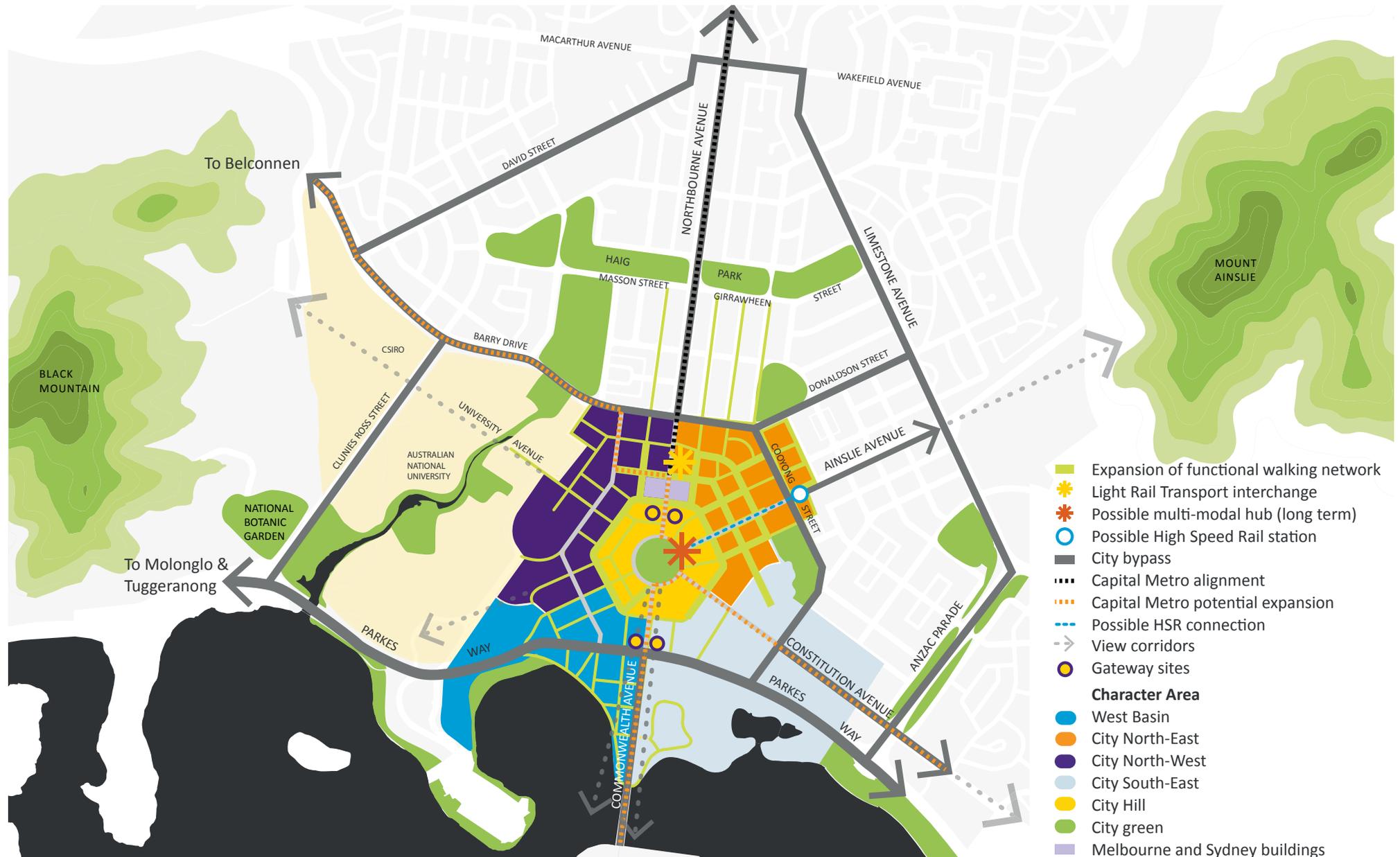
## Strengthening character

A city whose character and presence is clear and enhanced through change.

- Connected built form and public realm that strengthens identity will form the base for change and renewal.
- Quality and sustainable design will be the heart of the city centre's character.



# The city plan



### 4.2 Spatial framework

Delivering this vision needs strategic spatial consideration and planning. Setting an overarching spatial framework for how the city centre will look and feel towards 2030 and beyond will not only help guide the physical delivery of a range of initiatives and opportunities, but it will also guide how we think about and view our city centre as a whole, and how it integrates and operates.

The broad spatial framework (Figure 26) brings together the opportunities, constraints/challenges and identified responses to start to deliver that broad and strategic look at how our city centre will work, look and feel into the future. It builds on our existing character areas as its base, while recognising the natural surrounds of the City that people appreciate, and making links with future outcomes for the city centre. The vision for the city centre expressed in Section 4.1 is implicit in, and articulated through, the spatial framework.

The spatial framework will be used to guide more detailed planning to accommodate growth and change into the city centre's future. It is structured around a range of key elements including: views; topography; history and heritage; existing structure; character areas; land uses; nodes; movement networks; parks and plazas; urban and major project initiatives; facilities and services; and connections within and beyond the city centre.

*Figure 26 – Spatial framework, proposed city centre structure*

### 4.3 City centre in the future

The City Plan seeks to provide a strategic approach to delivering on the vision for the city centre.

Section 3 of the Plan identified influencing factors – opportunities and challenges – that influence how the city centre operates now and how it can grow and change into the future. Strategic, high-level responses to those influencing factors have been outlined in the following tables, that together, will provide an overarching approach to support the city centre reach its full potential as the capital of the Territory, the region and the nation.

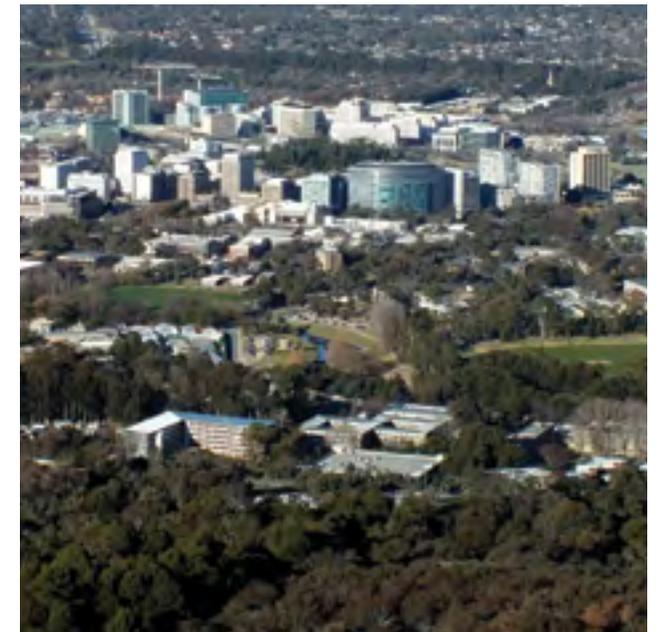
The responses are clustered around the six themes. A city centre wide response is first provided, setting the overall direction for the city centre under each of the strategic themes. Individual responses are then given to the influencing factors for each theme – the opportunities and challenges – to indicate how the city centre wide response can be realised. A more detailed level of response is provided within each of the character area discussions. Each of the identified responses and actions are subject to further government investigation, consideration and decision making in the context of budget priorities over the longer term.

#### 4.3.1 Growth - A vibrant centre that stimulates business, education, living, entertaining and recreation

A city centre that meets the needs of a growing and changing population

Ten per cent of the Territory's residential growth over the period to 2030 is proposed to be accommodated in the city centre (a low-medium growth scenario). The existing demographic profile of young people, students, singles and couples without children will become more diverse and include families and retirees. This will see:

- new dwellings to house an additional 8,000 people (approximately 500 people / year), and



# The city plan

- increased vibrancy and attractiveness of the city centre and improved opportunities for restaurants, cafes, recreation and entertainment facilities.

## A city with the amenities, services, jobs and infrastructure to attract people, business and investment

Workforce growth in the city centre will be modest compared to population growth, increasing to around 45,000 in 2030 (from 38,000). The predominance of government related activity in the city centre will continue and remain reflected in workforce characteristics with a focus on professional occupations and service industries.

The city centre will consolidate its role as the prime commercial centre due to the following factors:

- Land releases for office and retail development will respond to market demand within the context of town centres remaining viable and serving the needs of their communities.
- It is in close proximity to education, knowledge and training hubs in the north-west and south-east.
- The majority of the city centre's unused development capacity on undeveloped sites around City Hill and in West Basin will be targeted for specific developments.
- Capacity in existing areas is expected to be taken up through redevelopment as the impact of identified initiatives take effect and the city centre becomes a more vibrant and attractive place to invest and live in.
- Key initiatives and projects, including the release of sites, will be carefully staged and planned to ensure:

- ongoing viability of existing areas of the city centre
- support by vital public transport and other infrastructure
- investment in transformative infrastructure such as Capital Metro can be maximised to attract growth and redevelopment in the city centre.

Table 5 shows an indicative number of dwellings that could be developed in each of the character areas. It also outlines the total GFA of a range of uses that could be developed up to 2030 in each character area and the current remaining development capacity in each area. Remaining development capacity includes undeveloped sites and capacity not reached on existing developed sites.

It should be noted that Table 5 shows projected total growth based on current trends as a business as usual scenario. This projected growth does not take into account certain government initiatives (e.g. projects for investigation) that, if implemented, would lead to higher take up rates and stronger growth than outlined.

The column indicating existing unused capacity indicates what could be taken up in optimal circumstances and if all elements of the Plan were implemented.

*1 The growth is across all land uses.*

*2 Includes redevelopment of Section 52 Braddon (ABC Apartments).*

*3 Approximately 10% of total Canberra's projected population growth to 2030.*

*4 Includes undeveloped sites and sites not developed to full potential under the current controls.*

*Table 5 - Projected total growth*

Character Area	Additional dwellings <sup>3</sup>	Projected total growth to 2030 <sup>1</sup> GFA m <sup>2</sup>	Existing unused capacity <sup>4</sup> GFA m <sup>2</sup>
City Hill	800	161,700	364,500
City North-East	1,100 <sup>2</sup>	116,900	456,500
City South-East	400	60,000	305,500
West Basin	2,200	243,700	353,500
City North-West	500	63,700	335,000
<b>Total</b>	<b>5,000</b>	<b>646,000 m<sup>2</sup></b>	<b>1,815,000 m<sup>2</sup></b>

## Influencing factor

### City living

- The trend for city living will increase the residential population of the city centre.

## Plan response and future actions

The Plan identifies anticipated potential dwelling numbers and locations to guide development and investment across the whole city centre.

The Plan identifies urban improvement initiatives that provide improved public transport and pedestrian connectivity in and through the city centre to increase its attractiveness as a place to live.

Further planning will be undertaken to ensure an increased residential population brings vibrancy, activity and viability to the city centre and its commercial base. Key planning focuses may include:

- design quality and standards for future development that recognise sustainability, gateway sites, desired character and an enhanced public realm
- retail and commercial strategies to ensure services are appropriately available for city centre residents and the wider community, and
- ensuring higher densities deliver a range of housing needs and typologies to suit a wide range of people.

Convenience retail can be enabled throughout the city centre to support access to services and deliver high-quality living.

A city centre that meets the needs of a growing and changing population

A city centre with amenities, services, jobs and infrastructure to attract people, business and investment.



Influencing factor	Plan response and future actions
<p><b>Maximising capacity</b></p> <ul style="list-style-type: none"> <li>Existing development capacity exists to accommodate projected commercial growth.</li> <li>There is currently an excess of commercial and retail capacity in the city centre.</li> <li>Most recent commercial growth in the ACT has occurred outside of the city centre (the airport, Barton, Deakin, Philip).</li> <li>Growth may be affected over time by Australian Government decisions that influence the ACT economy.</li> <li>The innovation sector as a driver of growth has not been fully exploited.</li> <li>Opportunities exist to enhance connections with the education and knowledge sectors adjacent the city centre.</li> </ul>	<p>While City North-East will remain the premier retail area, new, niche retail opportunities focussed around residential nodes in new areas like West Basin or existing character areas will ensure the retail offering is diverse and has critical mass.</p> <p>Further planning will be undertaken to ensure quality commercial spaces can be delivered that suit a range of needs and offer viable, competitive choices to ensure the city centre remains the focus of business for the Territory. Key planning focuses may include:</p> <ul style="list-style-type: none"> <li>design quality and standards for future development that recognise sustainability, gateway sites, desired character and an enhanced public realm</li> <li>commercial land release staging, and</li> <li>design standards that will provide innovative Grade A office spaces.</li> </ul> <p>Developing a retail strategy for the city centre would ensure future development is supported by the appropriate level and kind of retail and ensure the city centre’s role as a retail destination flourishes.</p> <p>Strategic sites, uses and opportunities will be identified to meet demand, including links that may exist with current anchor uses (such as the ANU and the CSIRO) to support delivery of capacity to meet demand.</p> <p>Strategic links with anchor activities (such as the ANU and CSIRO) will identify opportunities to leverage innovation-related activities.</p> <p>The plan identifies targeted delivery of commercial and retail development across the whole city centre over the period to 2030 to balance demand and supply.</p> <p>The ACT Government will continue to work with the ANU to deliver education driven outcomes such as the recent urban improvements around Childers Street and the university entrance.</p> <p>The relationship between the CIT and businesses in the city centre will be strengthened through improved pedestrian links and increased opportunities for CIT related activities, such as student housing, in the city centre.</p> <p>Development of the waterfront areas of the city centre will be an economic gravitation point, opening opportunities for new investment while creating residential and recreational areas that complement economic activity in the rest of the city centre.</p>

**Influencing factor**

**Plan response and future actions**

Staged land releases that respond to market conditions will ensure broader economic factors – such as Australian Government employment decisions – are considered.

Appropriate policy settings can encourage redevelopment and rejuvenation of existing developments to:

- offer viable alternatives to other growth areas
- adaptive reuse of older office stock to alternative uses to maximise existing capacity alongside new releases, and
- ensure the on-going vitality of key public spaces.

The ACT Government has agreed to a range of tax reform measures that will deliver fiscal settings to support stable revenue growth proportionate with economic growth.

Urban infrastructure initiatives will improve transport and pedestrian networks to improve access and accessibility to and within the city centre and improve its attractiveness as a commercial and employment destination.

**Unlocking development potential**

- Physical separation of certain city areas prevents commercial and creative exchange, with latent development capacity going unrealised.
- Roads and parking areas act as barriers to pedestrian movement.
- Street hierarchy is not legible particularly inside the character areas.

Improved bus, pedestrian and cycle networks, the reduction of through traffic in the city centre and an extended light rail system will help address separation and unlock development potential.

Continuing to work with organisations such as Canberra CBD Limited to forge strategic links will see, for example, more activity day and night in retail and residential areas, with retailers encouraged to operate as a coordinated entity to achieve this.

Entertainment and dining activities will continue to expand in areas such as City North-East, City North-West, City Hill and with the development of City to the Lake projects in and around West Basin.



## 4.3.2 Land use and development – A prosperous and dynamic mix of uses and activities that builds character

Increasing density and scale of mixed use development to provide for after-hours activity to support the local business economy.

A broader choice of uses to provide adaptable, flexible accommodation to meet a range of needs and to increase the desirability and affordability of the city centre.

Noting that core areas of the city centre such as City Hill are under NCA control and management and that current zoning regimes support a wide and strategic



range of land uses, the Plan seeks to provide targeted delivery of business, social interaction, collaboration and urban living across the city centre.

- Delivering higher residential densities and populations will be a focus of land planning and policy. This will help support the viability of key major projects such as those proposed in the City to the Lake project proposal.

Distinct areas or sections of the city centre will develop their own character:

- London Circuit is envisaged as the region's premier business address and the south-east area as a tourist and recreation destination.
- The City Hill area will reinforce its focus on municipal and cultural activities, supported by a wide range of mixed uses to ensure it is an active, vibrant area.
- City Hill itself will be an accessible, active and safe public park suitable for a range of uses and events.
- Entertainment and dining will expand in areas such as Garema Place and City Walk, around City Hill and along the lake foreshore.

Diverse and affordable housing options will be encouraged throughout the city centre to meet broad needs across the community.

A focus on providing finer grain development and encouraging refurbishment of existing smaller floorplate buildings will support a diversity of tenancy opportunities within the city centre.

**Influencing factor**

**Maximising land use opportunities**

- Government ownership of land, particularly around City Hill and West Basin, enables the sustainable and orderly phasing of development and land release.
- Many buildings do not meet their sites' maximum development potential under existing planning controls and could be redeveloped over time.
- There is sufficient existing capacity to support growth, development and redevelopment.

**Plan response and future actions**

The Plan identifies key sites owned by the Government – particularly around City Hill – that can form the basis of change and growth in the city centre. Future investigation of these sites for signature developments, major projects or as 'gateway' sites will support appropriate release and redevelopment of this land into the future.

The projects identified within the City to the Lake proposal will require further investigation, particularly in relation to the identified sites.

While the Plan identifies there is sufficient existing capacity to support growth and change in the city centre, it also acknowledges that a broad range of appropriate settings need to be in place to support that growth.

Increased density and scale of mixed use development to provide for after-hours activity to support the local business economy.

A broader choice of uses to provide adaptable, flexible accommodation that meets a range of needs and increases the desirability and affordability of the city centre for a diverse community.



## Influencing factor

### A mix of uses and building form

- Housing affordability and housing diversity in the city centre is poor, deterring broad based household/employee residency.
- Heritage listings can influence redevelopment potential.
- Built form controls, such as building height and solar access provisions, can influence redevelopment potential in some areas of the city centre.
- Current land use controls permit a wide range of uses.
- Continued development of mixed land uses across the city centre and within developments can provide a diversity of businesses, activity, recreation and urban living.

## Plan response and future actions

The plan identifies the preferred uses and activities for the city centre's character areas, with a focus on ensuring a strong mix of viable uses. Central to this, the plan envisages:

- entertainment and dining activities expanding in areas such as the City North-East and in West Basin on the lake foreshore
- a strong mix of residential development throughout the city to bring vitality and 24/7 activity, and
- convenience retailing being enabled throughout the city centre, particularly around residential nodes.

The plan identifies anticipated dwelling targets and locations to guide residential development and investment across the whole city centre.

Opportunities should be taken to bring different retail and business models into the city centre, utilising models such as 'Renew Newcastle' to build vitality and activity.

Further planning will be undertaken to ensure an increased residential population can be accommodated to support vibrancy, activity and viability in the city centre. In particular, planning should ensure higher densities deliver a range of housing needs and typologies to suit a wide range of people, including the young, families and the retired.

To encourage redevelopment or the targeted development of particular uses, future planning and policy could focus on settings such as:

- design heights and built form outcomes
- an offsets framework to deliver strong public outcomes through city centre investment
- colocation of facilities
- incentives for redevelopment
- design guidelines that consider and build in heritage considerations, and
- a diversity of housing to cater for a range of residents, including affordable housing as appropriate.

**Influencing factor**

**Plan response and future actions**

**Focussing growth**

- Market factors within the local and regional development market may limit growth over the life of the City Plan.
- Ongoing and viable growth and investment will require appropriate infrastructure to support city centre functioning.
- Street level economic vitality in the city centre is limited in some areas.
- The focus of retail activity is predominantly in the north-east area, resulting in reduced levels of retail activity in other areas and separated from residential and potential residential and commercial growth in West Basin.

The Plan identifies key sites that can form the basis of change and growth in the city centre. Future investigation of these sites for signature developments, major projects or as ‘gateway’ sites will support appropriate release and redevelopment of this land into the future.

The Plan identifies key urban improvement initiatives that can deliver investment in the city centre and that will be central underpinnings of the success of other projects (such as those proposed in City to the Lake). These include:

- delivery of the Capital Metro project and associated infrastructure and consideration of expansion
- a restructuring of the traffic hierarchy to divert through traffic from the city centre (and maximise use of periphery roads) and improve access and connectivity, and
- a possible future multimodal transport hub in the City Hill area that could connect people to and through the city across all transport modes.

A growing cultural offering and activation around City Hill and the lake foreshore will bring life and activity to the City’s core, including through events, accessible public spaces and supporting entertainment activities.

The emergence of West Basin and the lake foreshore as a centre of living and recreation (through delivery of proposed City to the Lake project) will present a range of opportunities for convenience/local retail, commercial, residential and recreation investment.

The plan envisages a consolidated high-value retail core in the City North-East area, complemented by convenience/local and boutique retail in emerging parts of the city centre (such as West Basin) and to reinforce nodes of activity in the character areas.

Future work to develop appropriate policy settings will also ensure the market is supported in responding to opportunities and market conditions as they develop. Some future work may include:

- a retail strategy to ensure future development is supported by the appropriate level and kind of retail and to ensure the city centre’s role as a retail destination flourishes, and
- working with existing anchor activities (such as ANU, CIT and CSIRO) to identify and facilitate new market and development opportunities.

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## 4.3.3 Transport and movement – A connected place people can easily get to and get around in

The hub of a transport system with a range of transport and movement options

Capital Metro will be the core of an integrated public transport network that:

- focusses around a transit hub in the City Hill area that gives people travel mode options, and
- connects people with the city centre and beyond.

Significantly higher levels of trips will be carried out using sustainable modes (public transport, cycling and walking) and car trips will reduce. A 30% target of sustainable transport use has been set under Transport for Canberra. Reduced car trips may mean reduced congestion, prioritised public transport and more space within road corridors for cycling, walking or landscape treatment and tree planting.

Taxi and regional bus services currently providing access to the city centre will continue to provide this important option for travellers, visitors, residents and walkers. Taxi services will be part of any future multi-modal transport hub, ensuring access for taxis to the core of the city.

Parking policy settings will see car parking in the city centre become focussed, over the longer term, on behaviour change. Parking will be:

- increasingly costly as limited land supplies diminish. Commercially driven opportunities for parking services will exist based on supply and demand forces

- increasingly based around ‘park and ride’ options (out of the city centre) as public transport services improve, particularly with the roll-out of Capital Metro
- located at the city periphery for long stay parking and short stay parking within the city centre to support retail, business and specific facilities. This will minimise traffic in the centre and public parking facilities will be provided as part of developments integrating other uses, and
- generally allocated priority in the order of public transport, taxis and loading zones, no parking, disabled parking and short stay parking.

### A walkable and pedestrian friendly city centre well connected to its urban areas and surrounds

Changing the existing vehicle-based, through-traffic focus of the City, delivering improved sustainable transport options and an expanded walking network will support a stronger city centre amenity and functionality and enable investment and growth.

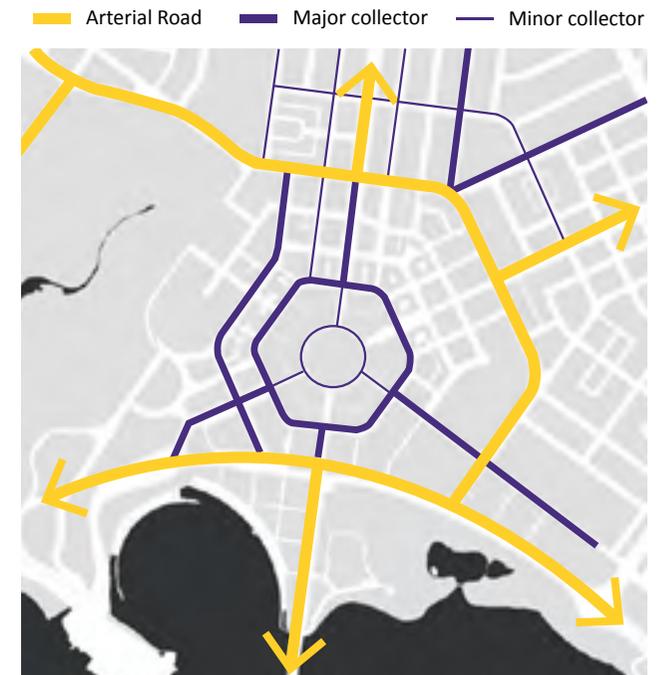
Traffic that does not need to be in the city centre will be redirected from entering the city centre and around alternative arterial routes (Figure 27):

- Parkes Way will operate as a ‘smart boulevard’ that will deliver an upper level street network for city centre access with a clear transit route for east-west traffic at a lower level.
- North-south traffic will be diverted around the city centre using Barry Drive and Cooyong Street.
- Public transport will be prioritised and streets will operate as local traffic networks.

Pedestrian movement in and around the city centre will be prioritised, connecting areas not previously connected, and supporting vibrancy and development opportunities that come with improved access.

An open and legible network of paths and streets will extend and connect the city centre with City Hill, Lake Burley Griffin, city character areas and adjoining suburbs of Braddon, Reid, Campbell, Turner and Acton.

Figure 27 - Proposed road hierarchy



**Influencing factor**

**Managing traffic**

- North-south and east-west through traffic creates barriers for movement throughout the city centre.
- Congestion and mode conflict exists.
- The peripheral parkway and arterial road networks can enable traffic to bypass the city centre.
- Less traffic through the city centre enables improved pedestrian and cycle connectivity.
- Major boulevards and avenues can be reinstated and reinforced, with traffic changes implemented.

**Plan response and future actions**

Broader Canberra wide and central district transport improvements provide opportunities to increase the attractiveness of alternative routes reducing through city traffic.

The Plan identifies changing the city centre’s street and traffic hierarchy to:

- re-direct some through-traffic from the city centre to alternative arterials and bypasses
- provide improved pedestrian movement and connectivity, and
- improve local traffic access.

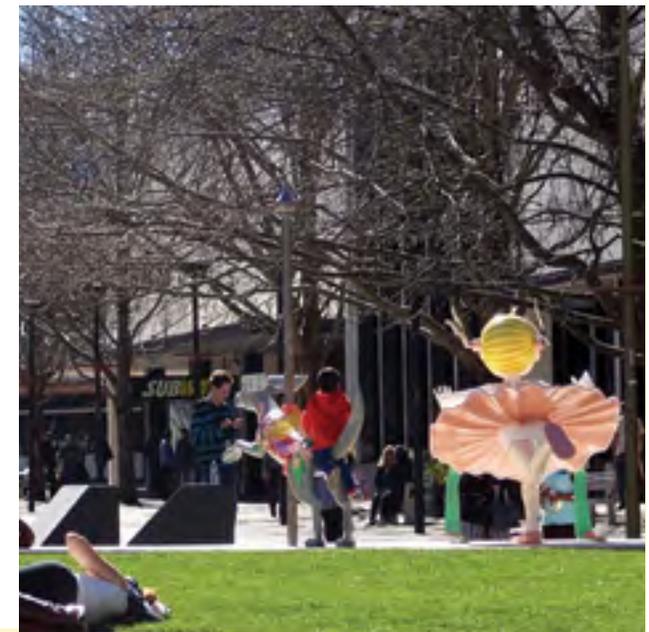
These changes will specifically allow:

- improved pedestrian movement and prioritised public transport and pedestrians on Vernon Circle
- opportunities to activate City Hill as the central heart and core public place and for future multimodal interchange development opportunities at and around City Hill
- prioritise local, vehicular traffic on London Circuit
- improved pedestrian movement and connectivity across the city centre
- opportunities to activate City Hill as the central heart and core public place, and
- future multimodal interchange development opportunities.

Investment in infrastructure such as bus priority, higher quality bus stops, park and ride and bike and ride facilities will deliver better access, connectivity and city amenity.

The city centre as a hub of the transport system with a range of transport and movement options.

A walkable and pedestrian-friendly city centre that is well connected to urban areas and surrounds.



# The city plan

Influencing factor	Plan response and future actions
<p data-bbox="91 339 309 371"><b>Public transport</b></p> <ul data-bbox="91 387 712 730" style="list-style-type: none"><li data-bbox="91 387 712 491">• Light rail will connect Gungahlin to the city centre via Northbourne Avenue and possibly to other parts of Canberra over time.</li><li data-bbox="91 507 712 611">• The introduction of light rail presents potential opportunity in the long term for a central inter-modal hub.</li><li data-bbox="91 627 712 730">• How the proposed High Speed Rail connects with the city centre in the future is an opportunity.</li></ul>	<p data-bbox="725 339 2069 411">Capital Metro will dramatically improve the way people move to and around the city centre and will reduce journey times to the city centre, making it a more attractive place to live, work and invest in.</p> <p data-bbox="725 419 2069 523">The funding and construction of the Capital Metro light rail network and associated development opportunities will include investigating the possible future extension of a light rail system across the broader city and how this integrates with the bus network.</p> <p data-bbox="725 531 2069 603">Connections to and through the city centre will be improved for pedestrians and cyclists while maintaining an appropriate level of access for private vehicles.</p> <p data-bbox="725 611 2069 683">Any future multimodal transport hub in the City Hill area could allow connections across the city and across transport modes and place public transport at the heart of the city centre's operation.</p> <p data-bbox="725 691 2069 762">Increasing the frequency and reliability of public transport services and the development of supporting infrastructure and street improvement.</p>
<p data-bbox="91 786 264 818"><b>Connectivity</b></p> <ul data-bbox="91 834 712 1066" style="list-style-type: none"><li data-bbox="91 834 712 906">• There is a lack of clear and direct connectivity between parts of the city centre.</li><li data-bbox="91 914 712 986">• Large areas of surface car parks are barriers to walking.</li><li data-bbox="91 994 712 1066">• Lake Burley Griffin is disconnected from the city centre by Parkes Way.</li></ul>	<p data-bbox="725 786 2069 858">Building on the current City Cycle Loop project, continued development of a high-quality and connected cycle network will unlock the potential for cycling to provide a significant portion of short trips to and around the city centre.</p> <p data-bbox="725 866 2069 1050">An enhanced pedestrian experience will include creating simple and direct routes between developing and established areas of the city centre. Improvements will include shared spaces, streetscape upgrades, lower speed limits, additional crossings, more 'green time' for pedestrians at signalised intersections. In addition to new pedestrian access to areas such as West Basin and the waterfront, cycle infrastructure improvements will be required such as separating currently shared paths.</p>
<p data-bbox="91 1090 253 1121"><b>Car parking</b></p> <ul data-bbox="91 1137 712 1297" style="list-style-type: none"><li data-bbox="91 1137 712 1209">• Parking supply in the form of surface car parking generates vehicle demand.</li><li data-bbox="91 1217 712 1297">• Surface car parks located around City Hill limit accessibility to the open space.</li></ul>	<p data-bbox="725 1090 2069 1161">A comprehensive approach to the management of parking to support business, retail, residential and entertainment activities in the city centre could see:</p> <ul data-bbox="725 1169 2069 1509" style="list-style-type: none"><li data-bbox="725 1169 2069 1241">• public parking located adjacent to arterial road access and on functional walking routes, minimising vehicular movement within the city centre, providing good connections and delivering high volumes of street level activity</li><li data-bbox="725 1249 2069 1281">• a reduction in the number of long-stay parking spaces with increased public transport, walking and cycling</li><li data-bbox="725 1289 2069 1361">• smart parking arrangements, shared parking buildings, cycle/motorbike parking and spaces reserved for high-occupancy vehicles</li><li data-bbox="725 1369 2069 1441">• government-owned car parking sites considered for more productive uses, including those that could continue to generate revenue to fund public transport and street improvements, and</li><li data-bbox="725 1449 2069 1509">• strategically located multi-use car parks for events and commuter car parking and to supplement long stay parking losses through development.</li></ul>

#### 4.3.4 Community infrastructure – a culturally rich, accessible and active place for people

A welcoming and safe place with a strong inclusive community where people can access social activities and see their culture reflected in the physical and social environment

City Hill and the surrounding area around Vernon Circle will become the focus of the local and broader community's cultural and civic life, delivering on Griffin's vision for the city core:

- New and rejuvenated cultural facilities (such as the current theatre) will activate City Hill and provide a focus for entertainment and recreation opportunities.
- There may be opportunities to create a centre of ACT Government with the Legislative Assembly and a 'town-hall' venue for the community to gather, discuss and debate policies, actions and issues that affect the community.

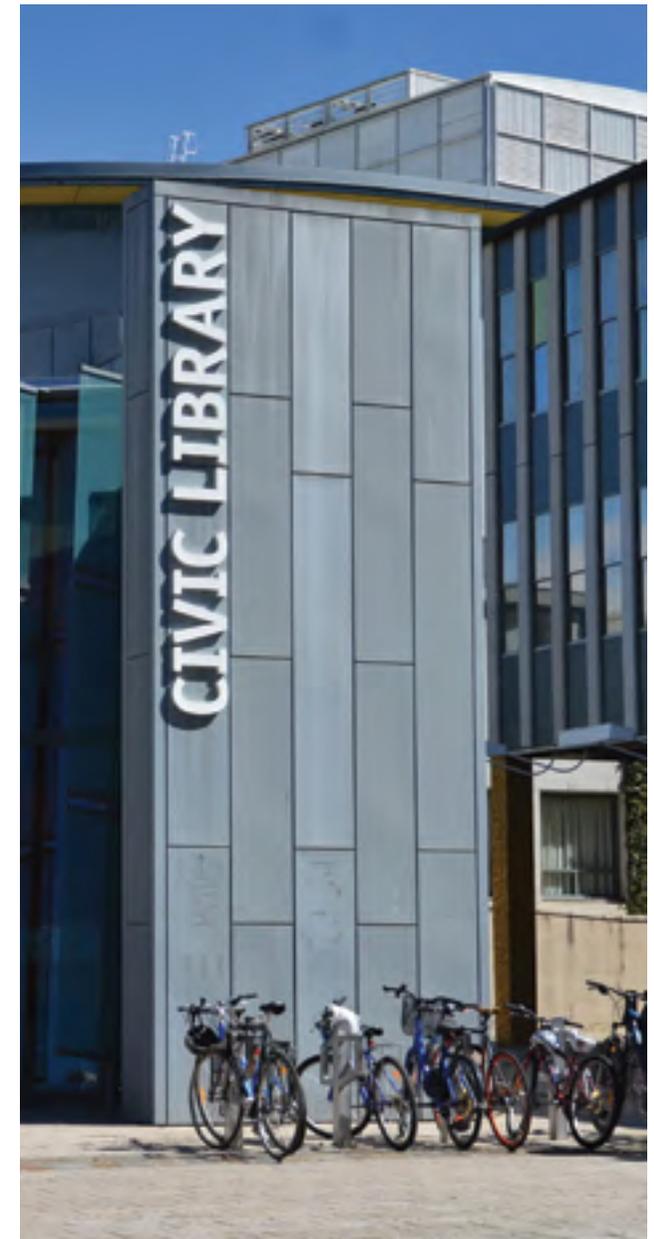
A welcoming and safe place with a strong inclusive community where people can access social activities and see their culture reflected in the physical and social environment.

A city centre that meets the needs of a growing and changing population.

A city centre that meets the needs of a growing and changing residential population

The city centre will continue its current role as a town and regional centre in providing community facilities but will increase its activity as a local centre with the increase in residential population.

A range of affordable and accessible community facilities will be required across the city centre to meet the needs of the growing residential and workforce populations. This will require a range of innovative responses and there are clear opportunities to develop a distinctive sense of community through clustering community facilities and supporting existing facility focal areas.



Influencing factor	Plan response and future actions
<p><b>Facility provision</b></p> <ul style="list-style-type: none"> <li>Increases in population will require additional local and district community facilities.</li> <li>New developments have the potential to revitalise key community spaces.</li> <li>Multi-use and shared-use of facilities (where feasible to suit uses) can improve community access to a range of facilities and reduce costs.</li> <li>Some community facilities are old and may have less than optimal accessibility and longevity without considerable work.</li> <li>There is a low supply of accessible, affordable community spaces and ancillary office and administrative places.</li> </ul>	<p>A new aquatic facility has been identified as a key project under the City to the Lake proposal and will need further investigation to understand how to make best use of location and recreation activities now and into the future. Supporting facilities for increased population will be examined in catchments and can be integrated in developments.</p> <p>A range of further studies will be required to:</p> <ul style="list-style-type: none"> <li>deliver a whole-of-government approach and agreed framework for the supply, delivery and management of cost-effective community facility sites in the city centre, including colocation opportunities, public/private partnerships and coordinated service delivery management</li> <li>develop appropriate policy settings that can encourage redevelopment and rejuvenation of existing developments or support private investment in public outcomes</li> <li>support the development of multi-use and shared-use facilities that can incorporate administrative/office spaces for community groups and uses</li> <li>understand the demand for community facilities and particular services such as childcare to adequately support growing residential and workforce populations, and</li> <li>identify and support opportunities to integrate community facility floor space in mixed use development.</li> </ul>
<p><b>Cultural facilities are attractors</b></p> <ul style="list-style-type: none"> <li>Arts and cultural facilities play an important role in the economy, particularly the night time economy.</li> <li>ANU and CIT are key assets, bringing people and activity into the city centre.</li> </ul>	<ul style="list-style-type: none"> <li>Alternative activities such as children’s play areas, public speaking, lunchtime sports etc. should be encouraged in the city centre to ensure it is a diverse and active destination.</li> <li>The development of more diverse uses, including mixed use, residential and commercial will ensure a greater level of activity in the City Hill area.</li> </ul> <p>Strategic links with key institutions will identify opportunities to focus people around activities, events and spaces, along with commercial opportunities that may be explored.</p> <p>Further studies will be required to ensure the best outcomes can be achieved from City to the Lake projects such as a new convention centre, a sports stadium and a cultural precinct.</p> <p>The Plan identifies City Hill and the surrounding area as the core of cultural, civic and community life for the city centre, for local residents and the whole community. A growing cultural offering around City Hill will include revitalisation of existing facilities and the development of new cultural opportunities such as theatres, galleries and museums.</p> <ul style="list-style-type: none"> <li>Activating City Hill and its surrounds should include appropriate regulatory frameworks to bring entertainment, festivals and markets to the streets and in public spaces to bring the community together in the city core.</li> <li>Families should be attracted to the city centre by family-friendly festivals, events, street theatre and the like.</li> </ul>

#### 4.3.5 Public realm and design – an attractive, diverse, high-quality urban environment

Maximise public access to, and use of, the lake foreshore

A reduction in traffic volume in the city centre will support better pedestrian access and connectivity, and encourage greater use of public spaces.

- City Hill will be established as a significant, usable park for the city centre.
- Lowering Parkes Way as part of the City to the Lake project will deliver improved pedestrian links into West Basin and Commonwealth Park.
- Pedestrian networks will build in safety in the form of lighting and passive surveillance measures that can be delivered through encouraging residential uses at lower levels that overlook streets.

Attractive streetscapes that reinforce the functions and amenity of a street and are sensitive to the built form, urban landscape and environmental conditions of the area will promote safety and a sense of place and reinforce local identity

New buildings will create a good relationship with the street, particularly along the main pedestrian routes. Active ground floor areas will be encouraged for a range of uses, including community facilities.

The urban design and treatment of buildings and the relationship to the street network will help deliver attractive streetscape and legibility, direction and amenity.

Paving, landscaping and planting and the relationship of buildings to the street will emphasise the function and importance of the street.

Gateway developments on the key north-south connection of Northbourne and Commonwealth Avenues will provide a sense of entry to the city centre.

- A distinct ‘entry point’ along Northbourne Avenue will indicate the ‘start’ of the city centre by means including landscaping, signage, lighting, verge widths and built form.
- ‘Activity nodes’ of more intense activity will develop along new pedestrian routes while maintaining similar existing areas such as along Bunda Street and in New Acton.

Land uses and the built form they take will play a key role in creating a sense of space and place in the city centre:

- Alternative and complementary uses (residential, food and beverage etc.) will encourage more active edges in key areas of the city centre.
- The city centre will have a strong, connected network of urban spaces, including plazas, squares, waterside walks, pedestrian malls and shared spaces.



# The city plan

Attractive streetscapes that reinforce the functions and amenity of a street and are sensitive to built form, urban landscape and environmental conditions of the area will promote safety and a sense of place and reinforce local identity.

Maximise public access to, and use of, the lake foreshore.



## Influencing factor

### Creating a city centre identity

- City centre street planting will better reflect Griffin's intentions and enhance character areas.
- Improving the planting of street trees will increase the amenity, attractiveness and legibility of the public realm.
- There is no sense of arrival to the city centre, particularly coming from the north.
- A clear street and built form hierarchy does not exist expressed through building, scale, street furniture and planting.

## Plan response and future actions

Upgraded street environments will offer higher pedestrian amenity and safety and support public transport use.

- Primary streets will be enhanced. The ACT Government's current work, by upgrading Bunda Street as an example, will deliver improved pedestrian and cycle connectivity.
- A better balance between vehicles and pedestrians on our streets will allow greater opportunity for socialising and recreation.

Broad canopy street trees will be provided throughout the city centre to enhance character and shade.

- Different street tree species can contribute to a clear street hierarchy.
- Improving the streetscape and upgrading existing building frontages to London Circuit would reinforce its location as a premier business address.

New developments and upgrades of existing buildings will be required to provide active edges.

The development of vacant land around City Hill and West Basin will create clear street layouts and should avoid concealed, unused courtyards and complex laneways.

Laneways will be used to express the hierarchy and contribute to character.

**Influencing factor**

**The city centre as a destination**

- Transforming City Hill into a functional public park will create a core for the city centre and promote easy access to the lakefront.
- Locating additional major cultural and civic uses in the City Hill area will reinforce it as the symbolic location for these uses in the Territory.
- Providing diverse infrastructure, such as play equipment, will ensure the city is a destination for all ages.
- Expanding recreational opportunities by improving pedestrian and cycling links to open spaces.
- Considerable public realm exists in the city centre but the viability and connectivity is limited.

**Plan response and future actions**

City Hill will be a useable and attractive park that is at the centre of the city’s recreational and living activities.

- Reduced traffic volumes on Vernon Circle and better pedestrian access will see City Hill established as a significant, usable park for the city centre.
- Development of City Hill Park will see it as a place that can support major events, providing a destination for workers and residents.

There is opportunity for the development of residential and other uses around City Hill to ensure a greater level of activity.

- Locating additional major cultural and civic uses in the City Hill area will reinforce it as the symbolic location for these uses in the Territory.
- The possible lowering of Parkes Way through the City to the Lake proposal will ensure improved pedestrian links into both the West Basin area and Commonwealth Park, enabling City residents to better access these areas.
- Small parks should be developed as part of the release of development sites and part of a connected network.
- Elements such as temporary play structures and facilities for older people should be provided in key locations in the city centre.

More events can be planned and developed to activate the public realm and help increase the economic performance of retail, leisure and recreation businesses.

The lake foreshore and existing facilities such as the National Museum of Australia will be better connected to the city centre by a new interpretive boardwalk fronted by a potential new lakeside national attraction as part of the City to the Lake proposal.



## Influencing factor

### Pedestrian connectivity

- East-west pedestrian routes are inadequate and require improvement.
- Nodes of activity, such as increased café/local retail can be provided at significant points along key pedestrian routes and to service character areas.
- Pedestrian connections to the parks at West Basin, City Hill and Commonwealth Park are all difficult and require improvement.

## Plan response and future actions

The pedestrian experience will be improved by ensuring areas' business and retail front onto the main pedestrian routes and public transport stops.

- Links to the ANU and CIT will be reinforced, spreading the vitality and activity that these education precincts create.
- Clear pedestrian links across City Hill into West Basin and Commonwealth Park will be provided.
- Appropriate and safe pedestrian connections will be provided into surrounding suburbs.

Passive surveillance of streets and pedestrian activity will be encouraged by:

- supporting residential units at lower levels that can overlook the street, and
- expansion of on-street dining opportunities along pedestrian routes.

Pedestrian safety and amenity will be enhanced by greater use of shared space, improved intersections, lower speed limits in the city centre and improvements to lighting.

Through-site links will be made where possible to connect all parts of the city centre.

**Influencing factor**

**Built form and design**

- The existing city form is ‘contained’ and relates well to the landscape of the inner hills, producing a city form that is distinctive.
- Release of new sites and sections provides opportunity for high quality, distinctive development that creates a real sense of place.
- Large floor plates and heavy grain buildings impact on character and quality design outcomes in some areas in their relationship to the street.
- Sites at the intersection of London Circuit and Northbourne Avenue are symbolically important and should support high quality, exemplar developments.
- Existing development controls, such as requirements for solar access to pedestrian areas, may influence ultimate built form.
- Existing height limits fit with the context of the whole city and historic planning.

**Plan response and future actions**

New buildings will be encouraged to create a good relationship with the street, particularly along the main pedestrian routes.

- Active ground floor areas will be required along main pedestrian routes.
- Areas of upper level residential development should be encouraged along pedestrian routes to provide additional activity and overlooking.
- Uses such as podium parking should be concealed by a layer of residential or commercial uses that allows a direct relationship with the street.
- Any additional retail needs to be carefully located to provide activity along new pedestrian routes and public transport stops.

Where large sections are being redeveloped, a strong mix of uses and design typologies will be included.

- Opportunities for public realm improvements will be encouraged with the redevelopment of existing sites and with new developments to the south of the city centre.

All new developments will enhance the city centre’s built form and public realm quality and relationship and reflect the attributes of the character area they are built in.

- Plans prepared for each character area will define and explain those attributes and develop appropriate design guidelines for future development and rejuvenation.
- New buildings will be designed to integrate and enhance local distinctiveness and incorporate sustainability considerations.

# The city plan

## 4.3.6 Strengthening character - a city whose character is clear and is enhanced through change

Our connected built form and public realm will strengthen identity and be the base for change and renewal

The strategy for growth in the city centre combines:

- growing from the established areas out towards City Hill and West Basin areas
- developing and consolidating north-west and south-east areas, and
- renewal and urban infill where opportunities arise.

Quality and sustainable design will be at the heart of the city centre's character

Five 'good planning and design' principles will form the basis of character area plans to set the future desired character and urban outcomes of character areas:

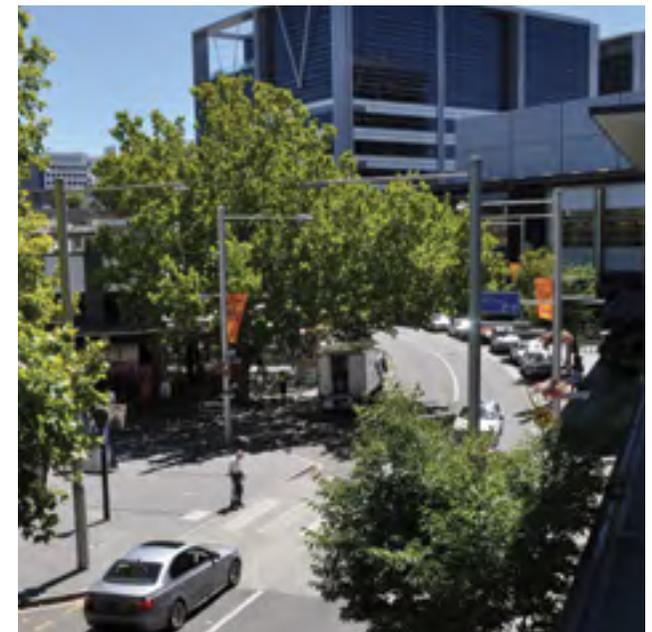
- Identity – responding to context
- Diversity – a rich mix of uses, activities, built and urban forms and architecture
- Integration – development should support the existing urban form (including streets and spaces) to facilitate wellbeing, movement and access
- Efficiency – ensuring development focuses on benefits and positive effects, maximising the full potential of a site's intrinsic qualities and context
- Sustainability – development that sits within the environment and landscape and contributes to the long term reduction of emissions



Influencing factor	Plan response and future actions
<ul style="list-style-type: none"> <li>• Underdeveloped areas impact on the character of the city centre with empty spaces and areas dominated by vehicles.</li> <li>• Large areas of surface parking impact on character and attractiveness both visually and in attracting activity.</li> <li>• Large sections or blocks of single use development impact character where there is limited presence to the street and provide little flexibility for adaptation over time.</li> <li>• Older areas and buildings have more established character but are vulnerable to vacancy.</li> <li>• Braddon and ANU are important character areas adjacent to the city centre that have opportunities to provide variety for the centre.</li> </ul>	<p>Character areas will continue to be reinforced and promoted through the creation and implementation of character area plans. These plans will:</p> <ul style="list-style-type: none"> <li>• define and establish the area’s desired character</li> <li>• identify preferred uses to reinforce and build character</li> <li>• recognise heritage items and context and identify appropriate means to maintain and enhance that character</li> <li>• establish built form and design outcomes</li> <li>• integrate public transport and active connectivity to and through the city centre</li> <li>• establish public realm and open space outcomes</li> <li>• indicate how particular uses could enhance existing and build new character, including for land releases</li> <li>• identify policy or other settings that will assist in delivering the desired outcomes and character, and</li> <li>• retain the positive character of established areas but increase activity and vitality.</li> </ul>

Connected built form and public realm that strengthen identity form the base for change and renewal.

Quality and sustainable design will be at the heart of the city centre’s character.



# The city plan

The range and quantum of uses noted in the following section is based on the existing controls in place and in consideration of potential growth.

## 4.4 City Hill

**City Hill is an area of civic and historic importance representing the centre of Canberra and a point of the National Triangle. In the future, City Hill will:**

- be the cultural and civic core that addresses and activates City Hill
- be the place for celebration, enhancing its historic and geographic importance
- establish London Circuit as a premier address for business and as the main vehicular route for local city traffic
- have a pedestrian and public transport focus in Vernon Circle that supports multimodal transit and improved connections through and within the city centre
- have a mix of uses integrated with cultural and civic uses to encourage variety and activity around City Hill, and
- reinforce important entry/exit points on Northbourne and Commonwealth avenues through built form and view enhancement.

### Growth

- Additional 161,700m<sup>2</sup> GFA for a range of uses, including an estimated 800 dwellings.
- Existing unused capacity under current controls, including undeveloped and underdeveloped sites is 364,500m<sup>2</sup>.



Future predominant uses	Type of development
Cultural	Theatre Library Museum
Government Administration	Legislative Assembly Town Hall
Commercial Mixed Use	Office Hotel Convention facility High density residential Community facilities Local retail
Public Area	Parks, plazas, open space Public transport hub Playgrounds
Residential Mixed Use	High density residential Hotel Office

### Land use and development

- Mixed uses to provide a diversity of cultural and community uses, commercial and urban living.
- The focus of cultural and community uses, land uses and functions, supported by a range of mixed uses to ensure it is an active, vibrant area.
- Phased release of government owned land around City Hill to support the City Plan outcomes.

- Investment in urban improvements and major projects that facilitate new development in the City Hill to facilitate economic growth, development and redevelopment.
- London Circuit as the premier business address street of the city centre, reinforced by high quality buildings.

### Community infrastructure

- The City Hill area will extend and improve as a focus for cultural and civic facilities, reinforcing it as the City’s heart and the city centre as a premier ACT destination.
- Investigations for possible locations for a new exhibition and convention facility.

### Transport and movement

- A multimodal transport hub will connect the city centre to the rest of the city, focussed around light rail.
- Through-traffic redirected using alternative city street hierarchy.
- Vernon Circle reconfigured as an urban street and place that supports access to City Hill Park and the lake and areas south of City Hill.
- London Circuit reconfigured to take on main collector route role and distribute destination traffic within the city centre.

### Public realm and design

- City Hill Park is transformed into a functional city park and gathering point with easy and safe public access.
- Design of buildings in the City Hill area reflect the prominence of the location and address the park and the surrounding City.

- Development of vacant land around City Hill area provides the opportunity to create clear street layouts and avoid previous issues of concealed, unused courtyards and laneways.
- Development of clear and direct pedestrian routes through the area that are activated by uses that encourage cross city connections, enabling this important open space to be utilised by City residents, workers and visitors.
- Encourage cross city connections, enabling this important open space to be utilised by City residents, workers and visitors.

### Possible initiatives and actions

#### Urban improvements:

- Multimodal public transport hub
- Capital Metro light rail alignment
- Traffic restructure within city centre
- Walking network expansion
- City Hill activation

#### Possible major projects:

- Arts and cultural facilities precinct
- Rejuvenated government administration area\*
- Convention Centre\*
- Town hall

#### Future investigations

- Character area plan
- Feasibility studies to support initiatives
- Design guidelines for gateway sites

\* Has multiple character area location options

# The city plan

## 4.5 City North-East

**City North-East is the retail core surrounded by a mix of uses and public places and space. In the future, it will:**

- have improved connections of retail uses with the public realm
- have active uses along key pedestrian routes
- better connect to the south, east and west and with Braddon to the north
- have an increased mix of uses to encourage activity and life and to support nearby civic uses, and
- promote and enhance heritage and public realm values.



Future predominant uses	Type of development
Community Mixed Use	Community facilities Office Business/professional
Retail	Retail – large scale, anchor (Residential at upper) Community facilities
Residential	High density residential
Commercial Mixed Use	Office Hotel Community facilities Local ancillary / specialist retail Business / professional
Public Area	Parks, plazas, open space

### Growth

- Additional 116,900m<sup>2</sup> GFA for a range of uses, including an estimated 1100 dwellings.
- Existing unused capacity under current controls, including undeveloped and underdeveloped sites is 456,500m<sup>2</sup>.

### Land use and development

- Area will continue its role as the retail core of the city centre.
- Increased residential uses, particularly along City Walk to ensure a more active and diverse area.

- Active uses will be provided along key pedestrian routes.
- Opportunity for gateway development on the key north-south connection of Northbourne Avenue to strengthen the sense of arrival from the north of the city centre.

### Community infrastructure

- Increased residential development will require provision of additional community facilities and continuing support for existing facilities to meet the needs of this population.

### Transport and movement

- Strategic pedestrian networks are strengthened to connect the established east with the consolidating development in City West and new development of City Hill and West Basin.
- Through-city traffic is diverted east via Cooyong Street to Parkes Way.
- Maximise connections with the existing transport interchange and future multi-modal hub opportunities.

### Public realm and design

- A stronger mix of uses that foster activity, including encouraging more residential uses to further activate edges along City Walk, Petrie Plaza and Garema Place.
- A street hierarchy that clearly expresses pedestrian priority, legibility and character.

- Support Canberra CBD Limited program of events. Consider additional events that will attract people into the city centre.
- Reinforce appropriate pedestrian connections into surrounding suburbs.
- Investigate options for the long-term identity and form of Garema Place and City Walk.

### Possible initiatives and actions

#### Urban improvements:

- Capital Metro light rail alignment
- Walking network expansion
- Garema Place and City Walk investigation and development/upgrade
- City centre traffic diversion

#### Future investigations:

- Character area plan
- Feasibility studies to support initiatives

# The city plan

## 4.6 City South-East

**City South-East is an area with opportunities for tourism, recreation, education and mixed uses framed by major avenues. In the future, it will:**

- be a destination for a range of leisure, recreation, tourism and education uses
- reinforce the grand boulevards of Commonwealth and Constitution avenues
- connect City Hill to the Parliamentary Triangle by public transit
- have established new residential opportunities
- connect the city centre to Commonwealth Park, and
- transition a mix of uses connected with City North-East.



Future predominant uses	Type of development
Mixed Use	Office Hotel High density residential Community facilities
Recreation	Stadium Pool / Aquatic facility
Education	Secondary and higher education facilities
Commercial	Office Hotel Car Park Convention Centre
Residential	High Density Residential Community Facilities
Public Area	Parks (Glebe Park) Open Space Playground

### Growth

- Additional 60,000m<sup>2</sup> GFA for a range of uses, including an estimated 400 dwellings.
- Existing unused capacity under current controls, including undeveloped and underdeveloped sites is 305,500m<sup>2</sup>.

### Land use and development

- Tourism, recreation, education and mixed uses will be the focus of activities and uses, reinforcing the grand boulevards of Commonwealth and Constitution avenues.
- A mix of uses will transition from the retail core, south.
- Residential development opportunities will be available and will form a transition to the east.
- Connections to Commonwealth Park and activity along the boulevards will see it a strongly active area with high levels of pedestrian activity.

### Community infrastructure

- An increased diversity of uses will see it develop as a destination for a range of leisure, recreation and education activities, reinforcing it as an area of celebration and tourism.
- There may be opportunities for additional education activities in this area to respond to projected residential growth.

### Transport and movement

- Progress the Parkes Way ‘smart boulevard’ to enable easy access to the city core by relieving through traffic along its edges and providing connections across to the park.
- Strong pedestrian connections along the boulevards and to Commonwealth Park and the lake.

### Public realm and design

- Expanded and strengthened strategic pedestrian networks through Constitution and Edinburgh avenues to City Hill will connect the established east with the consolidating development in City West and new development in City Hill and West Basin.
- Commonwealth Park will be connected to the city centre.
- The scale and form of development will be a transition from finer grain inner-city to respond to the lake and surrounding uses.

### Possible initiatives and actions

#### Urban improvements:

- Capital Metro light rail alignment
- Walking network expansion
- Public realm improvements
- Parkes Way improvements
- Constitution Avenue upgrade

#### Major development projects:

- Recreation facilities  
e.g. sport stadium or aquatic facility

#### Future investigations

- Character area plan
- Feasibility studies to support initiatives

# The city plan

## 4.7 West Basin

**West Basin is an area with high potential for change where new development can establish a lively and diverse character. In the future, it will:**

- be a vibrant place to live and visit, with an accessible and active waterfront
- provide a mix of uses in addition to residential uses
- have connections from other parts of the city to the waterfront and around the waterfront
- establish a neighbourhood with local amenity and services as a node of activity within the city centre
- establish a community/recreational facility that serves the regional as well as city centre community including connection with the ANU.

### Growth

- Additional 243,700m<sup>2</sup> GFA for a range of uses, including an estimated 2,200 dwellings.
- Existing unused capacity under current controls, including undeveloped and underdeveloped sites is 353,000m<sup>2</sup>.



Future predominant uses	Type of development
Public Area	Parks, plazas, open space
Recreation	National Capital Use Aquatic facility Sporting facility 'Urban beach' Lake boardwalk
Commercial	Convention centre Hotel Office
Education	Tertiary education facilities
Residential Mixed Use	Predominantly residential with local retail, community facilities and some commercial

### Land use and development

- Give priority to residential development, complemented by suitable retail, community and recreational uses.
- Establish a neighbourhood with local amenity and services as a node of activity within the city centre.
- Bring development closer to the lake to optimise the vibrancy of lakeside activities.
- New development can establish a lively and diverse character but build on the character established in New Acton.

- Develop connections from the city centre to the waterfront and around the waterfront to maximise the opportunities for enjoyment of the lake for residents, workers and visitors.

### Community infrastructure

- A high future residential population may require provision of additional community facilities to meet their needs (could be located in and out of area).
- Establish a community/recreational facility that serves the region as well as city centre community.

### Transport and movement

- Investigate redirecting city centre through traffic via improvements to the operation of Parkes Way including investigate options for a 'smart boulevard' (split level boulevard) with an upper level street network for city centre access and consideration of lowering the current level of Parkes Way.
- Enhance connections to the north, east and to ANU.

### Public realm and design

- Improved access to proposed recreation, living and employment opportunities in the area will assist in activating the foreshore and realising its potential as a lakeside urban park.
- Strengthen the strategic pedestrian networks connecting the established areas of City North and East and North-West with new development proposed for West Basin.

- Ensure public spaces, particularly the foreshore areas of West Basin, are well designed and reflect the significance of the location. These spaces should cater for a wide range of public activities.
- Connections with the existing New Acton area to be enhanced and the grain and quality of design to be continued.
- Street trees should be integral to the design of the area.
- Design of buildings should address the lake and Commonwealth Avenue and not turn their back to the north.

### Possible initiatives and actions

#### Urban improvements:

- Capital Metro light rail alignment
- Walking network expansion
- Public domain works to improve access to the foreshore

#### Major development projects:

- Possible recreation facilities e.g. aquatic facility

#### Future investigations:

- Character area plan
- Feasibility studies to support initiatives

# The city plan

## 4.8 City North-West

**City North-West is an area with strong connections to ANU (and neighbouring CSIRO) and connections to the legal quarter in the City Hill area. In the future, it will:**

- have commercial and employment uses with residential and mixed-uses to support these and the neighbouring education and research precinct
- connect to the lake to the south, the education and research area to the west and the business and civic areas to the east
- provide a range of residential typologies responding to the adjacent education and research precinct to accommodate future growth
- create areas of finer grain public realm around nodes serving the businesses and local residential
- accommodate traffic restructure to the west and south-west and out of the city centre core area, and
- retain and establish supporting community facilities incorporated within the area and developments.



Future predominant uses	Type of development
Public Area	Park, plaza
Commercial Mixed Use	Office Hotel Car Park Accommodation (eg student) Business/professional
Education	University facilities and precinct Community facilities Local retail
Residential	High density residential
Community Mixed Use	Mix of community facilities and services, residential, commercial, local retail

### Growth

- Additional 63,700m<sup>2</sup> GFA for a range of uses, including an estimated 500 dwellings.
- Existing unused capacity under current controls, including undeveloped and underdeveloped sites is 335,000m<sup>2</sup>.

### Land use and development

- Commercial and employment uses are the focus with residential and mixed uses to support these and the neighbouring education and research precinct.

- A range of residential typologies respond to the adjacent education and research precinct and future growth.
- Continued development and consolidation of area and support the implementation of ANU Exchange Master Plan.
- Opportunities exist for renewal, redevelopment and amalgamation of older building and sites.
- Maximise the intrinsic value of key heritage sites (e.g. Melbourne and Sydney Buildings) and older development.
- Opportunity for gateway development on the key north-south connection of Northbourne Avenue to strengthen sense of arrival from the north of the city centre.

### Community infrastructure

- Strengthen the clustering of community theatre and arts through redevelopment and development of supporting venues as well as educational programs and events.
- Enhance links between community theatre and arts facilities in area with the wider city centre framework, the transport interchange and the east primary retail area.

### Transport and movement

- Strengthen strategic pedestrian networks to connect the consolidating development in City West and new development of City Hill and West Basin with the established east.

- Accommodate traffic restructure to the west and south-west and out of the city centre core area.

### Public realm and design

- Create areas of finer grain public realm around nodes serving businesses and local residential.
- Opportunities for plazas and public art and enhancement of existing plazas.

## Possible initiatives and actions

### Urban improvements:

- Walking network expansion
- Capital metro light rail alignment
- City centre traffic diversion

### Major development projects:

- Completion of ANU Exchange development

### Future investigations

- Character area plan
- Feasibility studies to support initiatives



IMPLEMENTATION

5

**‘The point of cities is the  
multiplicity of choice’**

*Jane Jacobs: The Death and Life of Great American Cities*



## Implementation

Two key drivers underpin the City Plan:

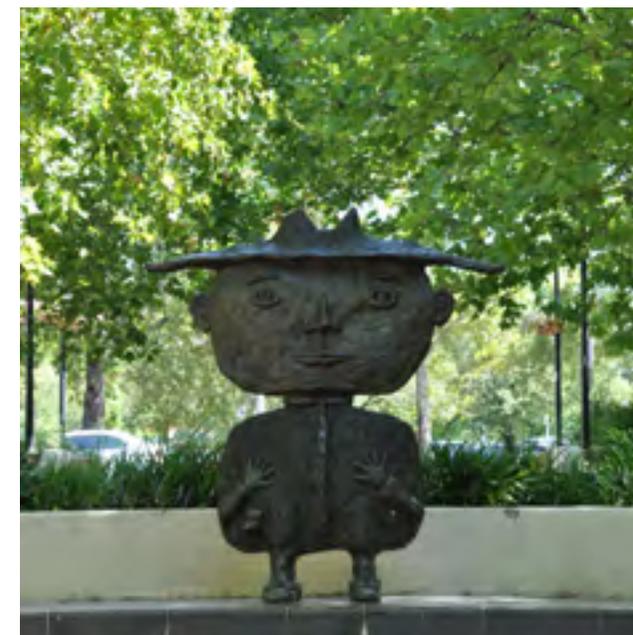
- facilitating and accommodating increased residential and business growth in the city centre, and
- transforming the way the city centre operates and moves to support the growth.

Priority projects such as those proposed in City to the Lake have real potential to drive growth and deliver strong community outcomes, but will rely strongly on underpinning initiatives such as public transit, a reshaping of the transport and movement system in the city centre and improving pedestrian connectivity.

Implementation of the City Plan will be incremental and progressive over the life of the plan and beyond, relying on the combination of private, Territory and federal government investment. Implementation of the Plan will be influenced by a range of factors including:

- population growth and market demand
- the local and national economic environment
- costs of infrastructure
- policy and other settings that influence investment
- the balancing of new development and redevelopment opportunities
- Australian Government employment settings, and
- ACT Government investment and funding priorities that need to balance broader Territory needs.

Initiatives identified in the Plan need to be aligned closely with an appropriately phased release of land that corresponds with forecasted demand and has the greatest potential to optimise value capture. Further analysis and work will be required to be undertaken for all initiatives and options to ensure this occurs and to fully inform future government decision making.



# Implementation

## 5.1 A framework for implementation

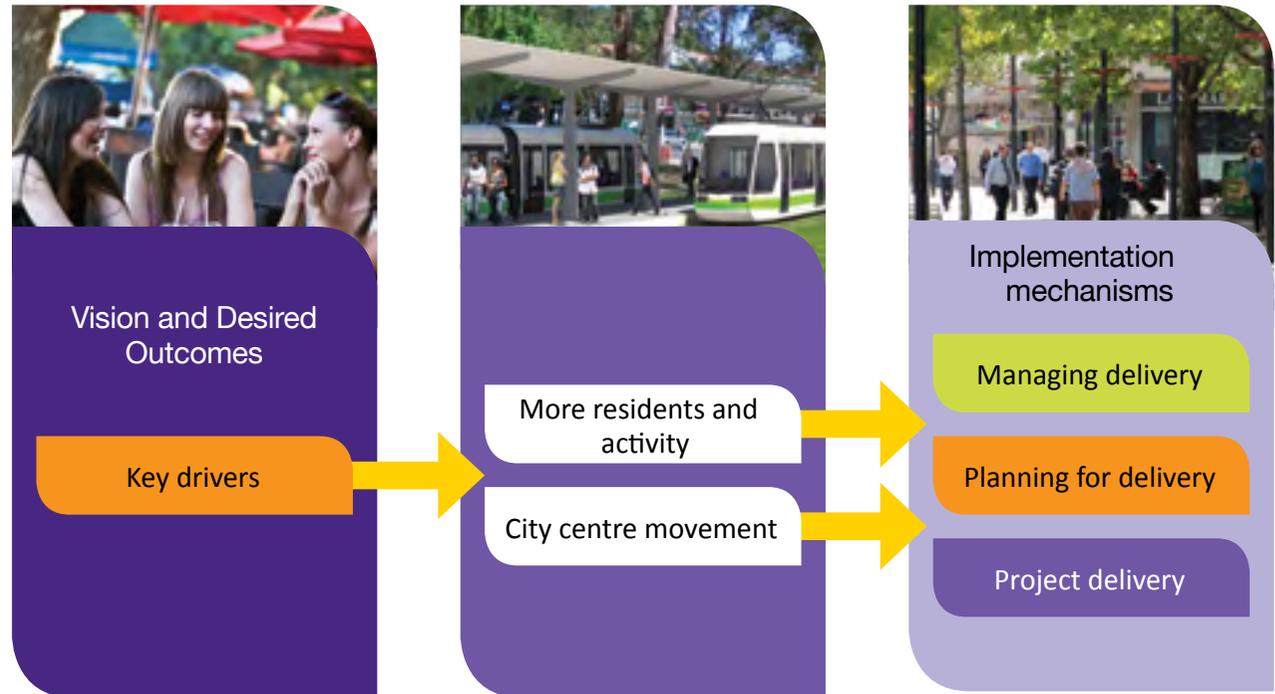
Achieving the vision that this City Plan puts forward is not just the responsibility of the ACT Government. It will require government, the community and the private sector to work together to deliver the agreed outcomes.

The implementation framework (Figure 28) that will be used to implement this plan has three core mechanisms:

- Managing delivery
- Planning for delivery
- Project delivery.

These mechanisms will individually and collectively deliver on the vision and themes that underpin the Plan. They are all equally important and all need to be implemented in parallel to achieve maximum outcomes and returns on investment.

The implementation framework will provide detail on how the various projects connect to deliver on the Plan and identify how government and the private sector will work together to deliver on the Plan, and set a program for delivery (Delivering projects and initiatives). In order to deliver a number of projects identified in the Plan there is a need to undertake further investigations to 'prove' and 'test' and provide details for the implementation of those projects (Planning for Delivery). The framework will provide a basis for coordination and monitoring of delivery to ensure the Plan is amended as needed.



### Managing delivery

All parts of the community and industry have indicated that action to deliver the vision and outcomes of the plan is critical; that this cannot be 'just another plan'. Successful and timely implementation requires strong governance and management arrangements, leadership, collaboration with stakeholders, innovative approaches to issues, and a robust and transparent approach to decision-making.

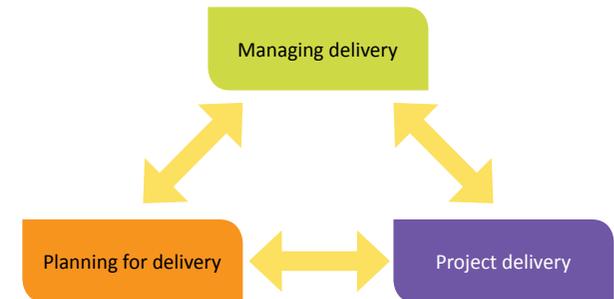


Figure 28 - Implementation framework

The governance framework that will support implementation of this Plan will look to do all of those things, providing for the Government to work collaboratively with the community, industry, businesses and stakeholders to fulfill the city centre's potential. It will also need to evolve and change over time to respond to new challenges, achieved priorities and new directions.

Managing for delivery around those elements of strong governance and leadership, collaboration and innovation will require:

- clearly defined chains of responsibility and accountability
- clear mechanisms for stakeholder input and collaboration
- government commitment to identified projects and their sequencing
- strategic and practical links to be improved with major stakeholders such as the ANU, CSIRO, Canberra Convention Centre, the City Business Group, the Property Council of Australia and others
- exploring opportunities for partnerships in planning, design, development and leveraging private investment
- identifying funding opportunities and planning for their availability, such as through Australian Government programs
- monitoring, evaluation and revision to keep the Plan dynamic and its implementation relevant
- establishing targets for change and growth and timeframes for specific commitments and initiatives,

in conjunction with setting priorities for delivery.

A clear message from stakeholders has been suggesting that 'business as usual' might not best deliver and manage the Plan's vision and will not produce the outcomes sought. Similarly stakeholders highlighted the role of private investment in delivering change and growth in the city centre; a role that will require strong collaboration and partnerships to be formed and maintained. The Government will, over the next short period, develop and consider a more detailed implementation framework that will include a governance model for managing delivery of the Plan.

### Planning for delivery

As a strategic approach to the city centre's future, this plan seeks to identify future directions and possible responses and actions to take the city centre forward. Many of those responses and actions identified in Section 4 of the Plan will require further refinement, analysis, planning and design to understand what will be delivered, how it will be delivered and to ensure their readiness for final decision making and delivery.

The City Plan is not just about more planning; it also has a strong emphasis on major initiatives that can deliver real and transformational changes to the city centre. However, projects that have been identified, such as those in the City to the Lake project, and reconfiguring of the road and traffic hierarchy, will also require strong underlying analysis, design, feasibility and project coordination planning to support their success. The government wants to ensure that changes will have maximum benefit and minimum

cost, while acknowledging that change will occur and may have impacts that need to be managed.

The Plan also identifies policy and land use planning initiatives necessary for successful implementation, key amongst which are:

- an examination of how the government can create an environment that will encourage development, redevelopment and re-use in the city centre
- examination of core city centre uses, such as retail and commercial, and how their ongoing viability and location can be supported through a balanced mix of land release, new development and redevelopment of existing areas
- an overarching urban design framework that establishes the built form and public realm direction appropriate to create and encourage the image of the whole city centre as an attractive, high quality design hub of activity
- character area plans for each of the character areas that will outline the desired urban form for parts of the city and help deliver on desired urban and design outcomes for each area while creating a strong image for the city centre, and will form part of the urban design framework

# Implementation



- identifying and establishing strategic links with key organisations, activities and events in the city centre to coordinate and maximise investment opportunities and outcomes
- developing and agreeing a whole-of-government approach to the supply and delivery of community facilities as demand increases from a growing residential and working population
- urban design guidance for key initiatives (such as opening up City Hill Park to people and activity) to ensure the best outcomes are achieved.

The governance framework that is adopted will support strong policy, planning, analysis and investigation to ensure appropriate development and coordination of all City Plan implementation activities.

## Project delivery

Given the anticipated growth rates, the Plan aims to ‘future-proof’ the city centre, providing for social, civic and cultural needs and to establish a solid foundation for viable investment that will support both the city centre and the broader metropolitan area well into the future.

The Plan therefore identifies a number of major development projects and urban improvements, projects that can achieve these aims and will be critical to stimulating and leading growth and change in the city centre. These include:

- those being considered as part of the City to the Lake, such as the Australian Forum, Canberra Theatre and aquatic centre

- essential infrastructure to support the growth and expansion of the city centre
- traffic and transport investments to improve the walkability and connectivity of the city centre
- public realm investment vital to improving the livability and vitality of the city and to attracting private sector investment
- expanded and new cultural facilities.

As further planning and investigations are undertaken, additional and priority projects and opportunities may be identified for delivery. Some of these could likely focus around:

- An expanded and improved walking network in the city centre (Figure 30) would improve connections to City Hill and beyond to the lake. Complementing this approach with public realm works, active frontages and uses and strategic public transport connections could make the city more active, attractive and bring it together as a cohesive whole.
- Opportunities for a central multimodal transport hub (Figure 31) could centrally locate bus, taxi and Capital Metro stations and stops to provide quality access and efficient movement through the city centre. A long-term option could see a re-centering of the city around City Hill to provide opportunities to locate activity-generating uses, including new and improved civic and cultural uses. Longer-term consideration of high-speed rail could also occur. All future options will need to be consistent with planning for possible future expansion of the Capital Metro (Figure 32).

- Activating City Hill and the surrounding area with a cultural and civic use focus could incorporate a park upgrade of City Hill that is integrated with public transport and pedestrian connections. This would help connect West Basin with the eastern parts of the city centre and activate this core area.
- Demand analyses for community infrastructure that caters to a growing residential and workforce population, together with mechanisms for providing strategically (co)located services.

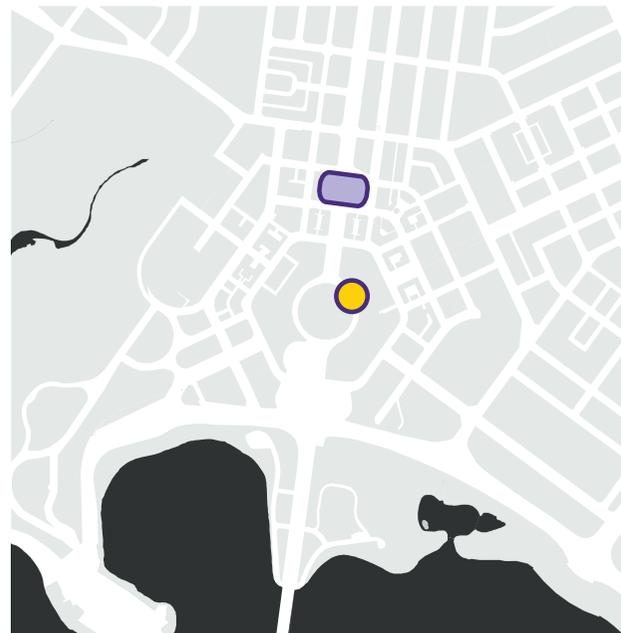
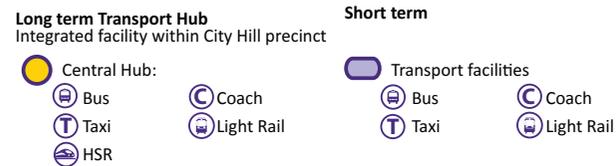
Figure 30 - Expansion of pedestrian network

- Existing High Pedestrian Activity
- Proposed Pedestrian Activity Expansion



- Leveraging land use and investment opportunities that will arise from the construction and operation of the Capital Metro, particularly around residential density, retail activity and collocation of services.
- Identifying opportunities for collaboration and growth with major educational and research institutions such as ANU, CIT and CSIRO.

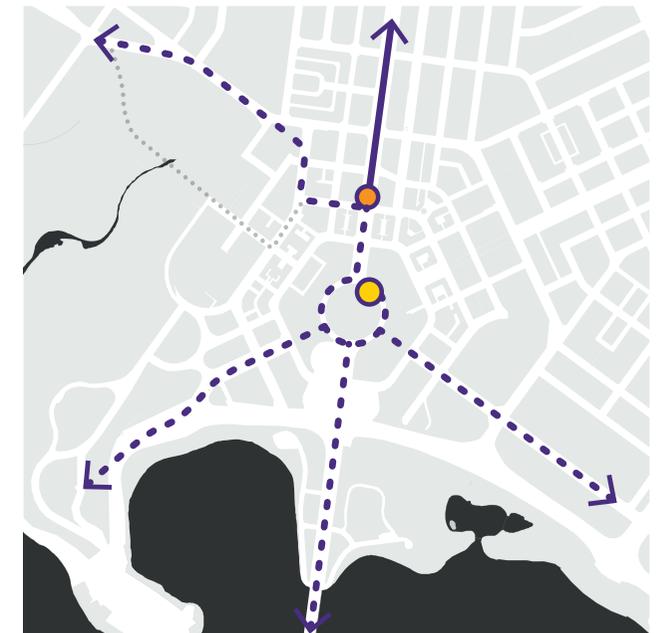
Figure 31 - Possible long term transport facilities in City Hill



- Identifying opportunities for redevelopment and renewal in existing areas of the city centre and in closely adjoining suburbs such as Braddon and Turner where change is currently being delivered through residential and supporting retail and commercial development.

Figure 32 - Capital Metro proposed long term alignment along Vernon Circle

- Light Rail Transit
- Future potential expansions
- ⋯ Potential alternative
- Stage 1 Station
- Possible Future Multi-Modal Hub



# Implementation

Delivery of the identified and future projects will need to be targeted, coordinated, maximise government and private investment, use a range of alternative delivery mechanisms and indicate clear responsibilities for effective delivery. Again, a strong governance model will be critical to managing the specifics of individual projects aiming to deliver on a common vision.

## 5.2 Priority projects

A targeted development strategy is required to successfully build a base for government and private investment to maximise value capture. In looking to grow the city centre through a mix of land release and new development, capital works and redevelopment, there is merit in considering a 'city centre out' approach that seeks to utilise existing capacity in already developed areas of the city centre to build a strong base for returns on land release and new developments. It is also important to maximise opportunities in West Basin and the waterfront that will signal a commitment to growth and improving connections across the city and to the lake. Further, the expansion of cultural and business facilities will support economic and recreational activity in the city centre, adding to its vibrancy and viability. Critical to the growth is the need for the underpinning transport and movement framework to support it and improve access for all people to the city centre.

Consistent with that approach, a number of priority projects (Figure 33) have been identified for early focus for planning and delivery.

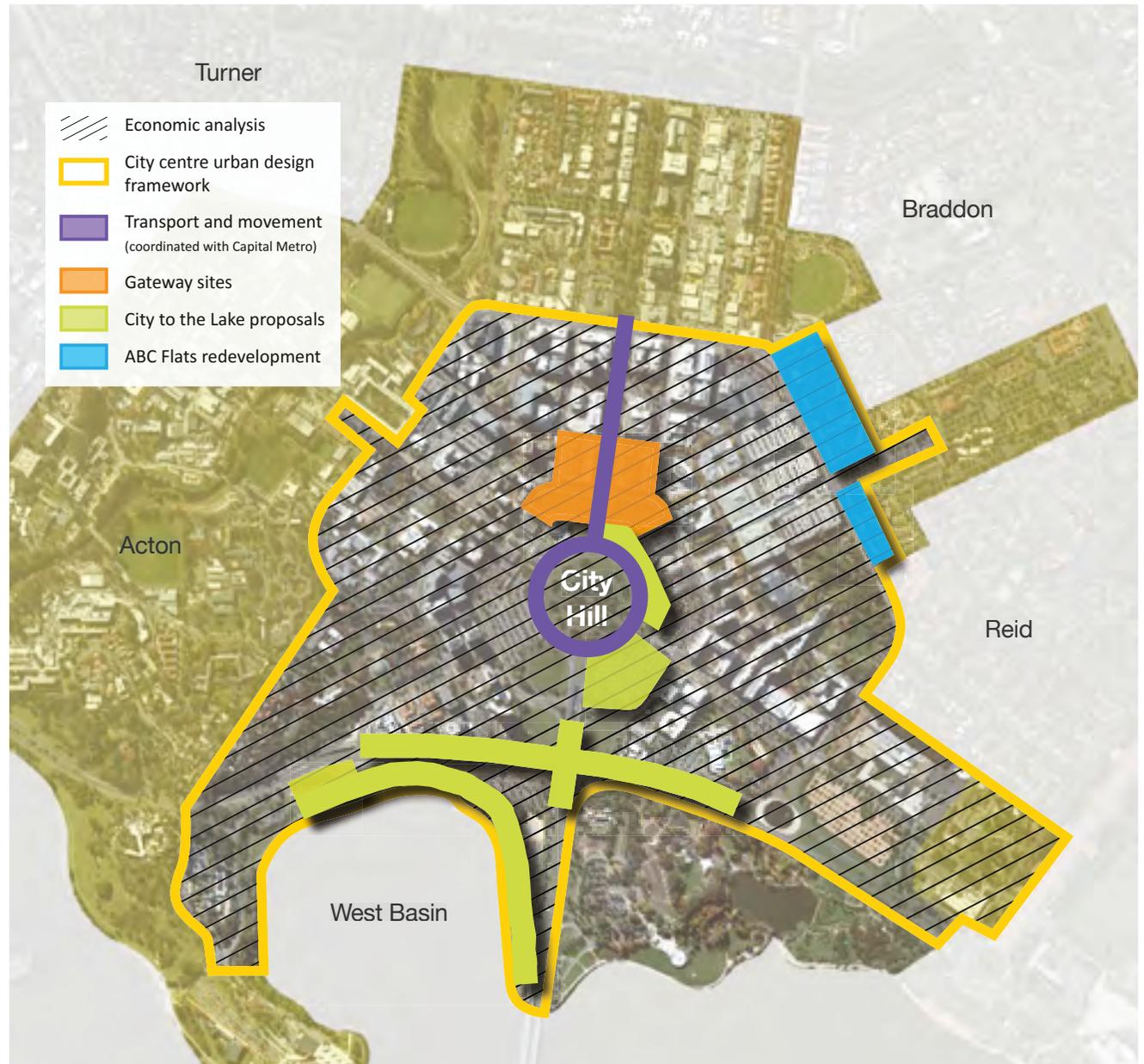


Figure 33- Priority projects

### 5.2.1 Transport and movement (Phase 1)

A city centre where pedestrians, cyclists and public transport move easily through and across the city can be achieved with changes occurring in the short term.

The reduction of the number of north-south trips through the city centre is important to the achievement of the vision of the Plan. A number of the trips do not need to go through the city centre; alternative routes are available and existing routes can be improved. Major peripheral parkway works including the Gungahlin Drive Extension and Majura Parkway will contribute to the efficient inter-district movement of vehicles. Together with central district road improvement, traffic management and public transport initiatives, through traffic can be progressively reduced. Figure 34 identifies existing and possible transport investigations and works.

A staged reconfiguration of the traffic hierarchy (Figure 35) within the city centre could see through-traffic diverted away from Northbourne Avenue and Vernon Circle allowing local traffic only to operate in the centre. This would allow for improved pedestrian amenity and connectivity and the prioritisation of public transport through the city, making public transport a more viable and attractive option for patrons and supporting better access to business and services across the city centre. Changes to traffic conditions will need to be considered in an integrated land use and planning context addressing

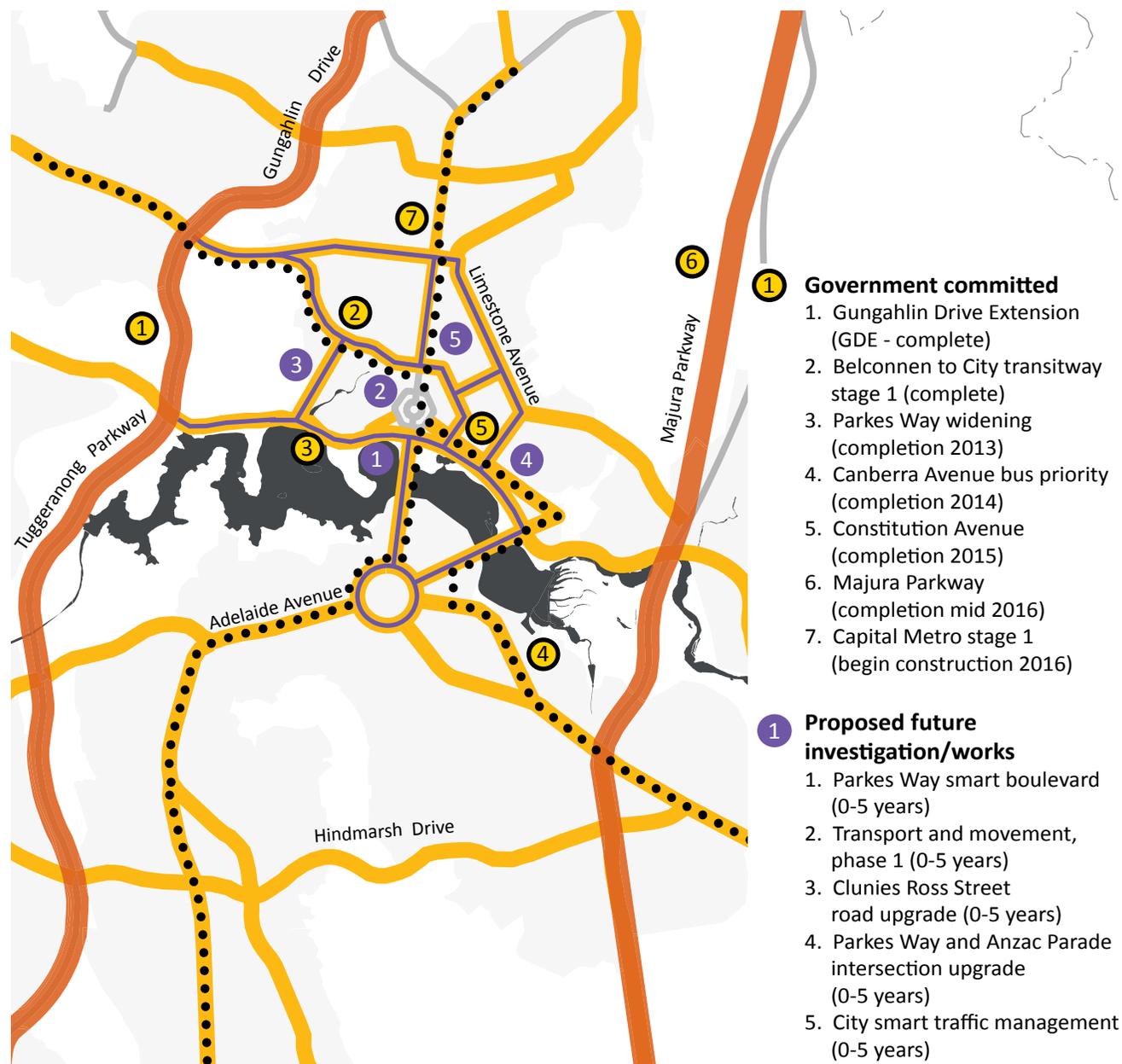


Figure 34 - Canberra wide transport improvements

# Implementation

a suite of movement and parking elements to support changes and deliver positive environmental and urban outcomes for the city centre. This may include consideration of how the existing Capital Metro route relates to the city centre and if it should be extended.

Development of an overarching transport and traffic strategy for the city centre would 'prove up' this approach and identify possible changes and other options that could be implemented from an overall system perspective (including public transport and active travel and parking), down to local level actions.

Figure 35 - Traffic diverted away from the city centre

General Vehicle Local Access Public Transport Priority



## 5.2.2 Redevelopment of Allawah, Bega and Currong flats

A significant body of work has been carried out to progress this project. Early focus on this project looks to deliver over 1000 residential units in the city centre with improved amenity and public areas, while maintaining community facilities, pedestrian connections to transport and employment and recreation opportunities. The project will deliver a wide range of City Plan and broader government policy outcomes.

## 5.2.3 City to the Lake proposals

The City to the Lake project is about creating a new public waterfront by connecting the city centre across City Hill and Parkes Way and includes several important civic projects and new development in the West Basin area.

With the City to the Lake proposal a number of initiatives are identified as priorities that would see planning and feasibility analysis progress.

The proposal for Parkes Way to become a 'smart boulevard' that both channels through-traffic and allows for pedestrian connectivity at ground level is a central element of the City to the Lake proposal. Supporting local traffic and movement at-grade will enable vehicle and pedestrian access to the lake and open investment opportunities for residential and other development in West Basin.

City to the Lake also seeks to open the lake's edge to a range of recreation and lifestyle opportunities in the city centre through the provision of boardwalks,

an urban beach and some retail activity. There is strong community support for connection with the lake and for it to be more generally useable. The viability of any such waterfront works will rely on accessibility and therefore, to a large degree, on the delivery of the Parkes Way project. Commencing investigations to create an active public waterfront is seen as a priority to provide the basis for future opportunities and investment in this area.

A number of business and civic projects are also proposed and the site investigations and business cases for the Australia Forum and aquatic facility and feasibility investigations for Canberra Theatre have also been identified as priorities.

## 5.2.4 Economic development analysis

Revitalising the city centre will require significant investment by the private sector in unused and under-utilised existing capacity. The city centre has a stock of low rise and B grade office space that offers real potential for investment as adaptive re-use or as new residential and other preferred land use outcomes.

Land releases that are indicated as part of the City to the Lake proposal also offer opportunities for economic diversification and development. As the resident population grows and fills new release areas, some consideration also needs to be given to the location, type and ongoing viability of retail and other services across the city centre, particularly given its current dominance and intensity in the north-east sector of the city around the Canberra Centre. The reworking of Constitution Avenue will also provide real opportunity for new retail and services to reinforce the avenue.

The capacity of the city centre to expand and maintain levels of retail and commercial viability needs to be clearly understood and planned for to maximise market response.

Recognising the value of private investment in delivering change in the city centre could examine how government can create an environment that will encourage development, redevelopment and re-use in the city centre. Such options could include incentives for adaptive re-use, offset approaches (such as for parking) or streamlining administrative and regulatory requirements.

That analysis could also outline preferred quantum and locations of particular land uses such as retail over time that can be best supported and delivered through a balanced mix of land release, new development and redevelopment of existing areas.

### 5.2.5 City centre urban design framework

An urban design framework for the city centre would establish strong direction on built form and public realm and pick up on a number of threads in the Plan:

- the need for the city to build and enhance a clean and strong identity and character
- establishing gateway sites that clearly signal entry points to support that identity, and
- achieving improved built form, design, sustainability and public realm outcomes.

An urban design framework to bring those threads together would examine and provide guidance on all relevant elements of good urban design, including interaction with the public realm, sustainability

measures, ensuring active uses where most benefit can be gained from them, quality built form guidance, integration of public transport and active travel and parking. The current policy settings within the National Capital Plan and the Territory Plan already provide land use and design guidance; this work would identify design guidance for the city centre as a whole with respect to preferred areas for certain functions, façade treatments, public realm typologies and parking that contribute to the character of that area and the centre overall. It is not intended as an additional layer – but to more clearly guide development form and quality to contribute to the city centre as a whole.





Four gateway sites are identified for a re-centred city core around City Hill:

- the Sydney and Melbourne buildings, and
- the sites flanking the eastern and western corners of Northbourne Avenue and London Circle.

The urban design framework could incorporate those sites as a particular ‘subset’ for consideration, clearly signaling their significance for the future development of the city centre, and highlighting the character and planning heritage for the Sydney and Melbourne buildings in particular. More specific design guidance could also provide for guidance to other key sites around City Hill, including section 63 and sites for cultural facilities and the Australia Forum (with the urban design framework).

## 5.3 Implementation framework

The breadth and complexity of activities required to implement the City Plan will require:

- strong and cohesive governance and management
- clear identification of support for the vision
- innovative approaches to achieving those objectives, and
- coordinated and comprehensive planning at strategic and individual project levels.

Within the context of the implementation framework that has been outlined, an implementation program will be developed that identifies:

- activities and projects, their interdependencies and individual work elements

- how those activities and projects contribute to the Plan’s vision and themes
- responsibilities for planning and delivery of activities and projects
- possible delivery mechanisms
- indicative timing and phasing of activities
- expected deliverables, and
- links with key projects and initiatives that are already underway, such as Capital Metro.

## 5.4 Timing and phasing of the City Plan

The government is already delivering a number of projects that support the City Plan. With readily available capacity existing in already established areas, the Plan suggests a broad strategy to grow the city from its established core – and from City Hill in particular – spreading south-west towards the lake over time. This approach maximises opportunities that will arise from existing, committed investment by government; for example, the Capital Metro light rail.

This approach also seeks to ensure that the identified projects have the chance to establish themselves and begin to reshape the way the city centre moves and functions; this will provide a solid base for future and further investment in major project initiatives such as those in City to the Lake.

The ultimate success of the medium and longer term projects will be heavily dependent on the success of priority projects in delivering improved transport and movement network and strong pedestrian access

and connectivity across the entire city centre and to the lake.

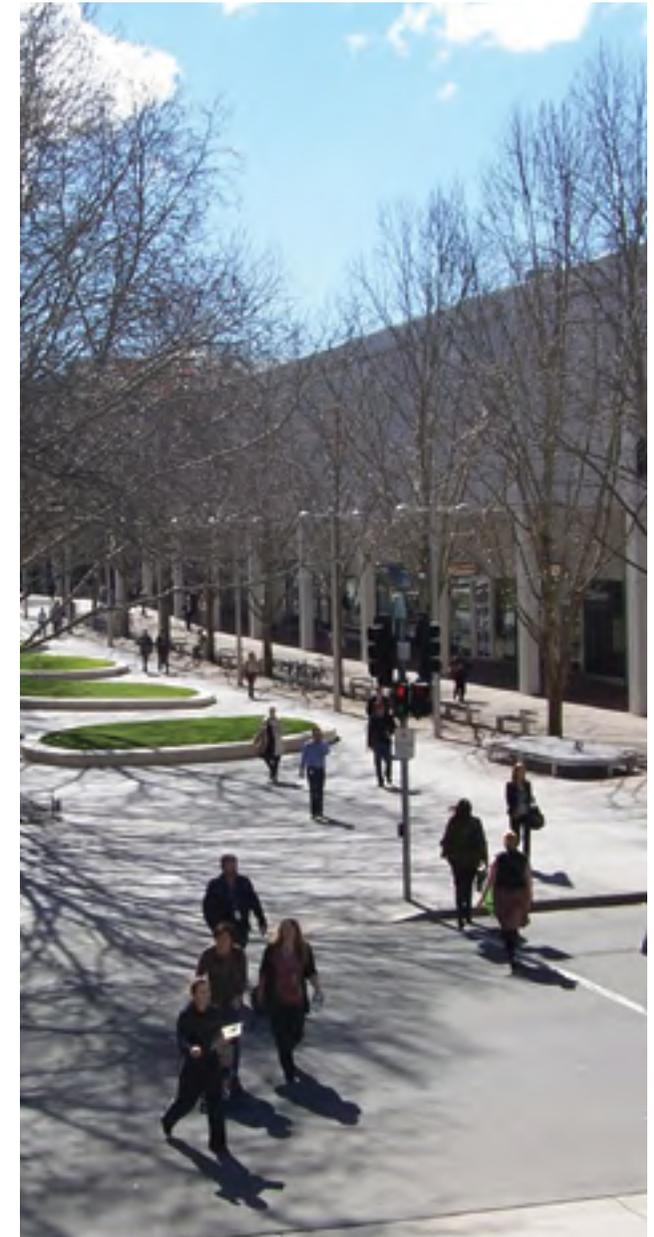
While further work is to be done to clearly establish government priorities and investment opportunities, the indicative City Plan phasing (Figure 35) indicates a broad, strategic approach that:

- spreads delivery of the identified project initiatives across three phases of the life of the plan: 0-5 years; 6-10 years; and 10 years plus
- identifies priority projects necessary for setting a strong basis for the delivery of the City Plan
- builds from the city core out and to the lake
- builds in strategic residential land releases south of the city centre to maximise anticipated improvements in public transport, pedestrian connectivity and a more active City Hill
- incorporates a phased land release that will deliver on one of the key drivers of the City Plan (an increase in residential growth in the city centre) and can cater for a wide range of future uses in strategic locations
- identifies sites for further investigation for possible major projects, including those in the City to the Lake proposal, and
- places public realm and open space improvements at the heart of future actions and indicates that they can be delivered as part of a broader framework of investment by a range of stakeholders.

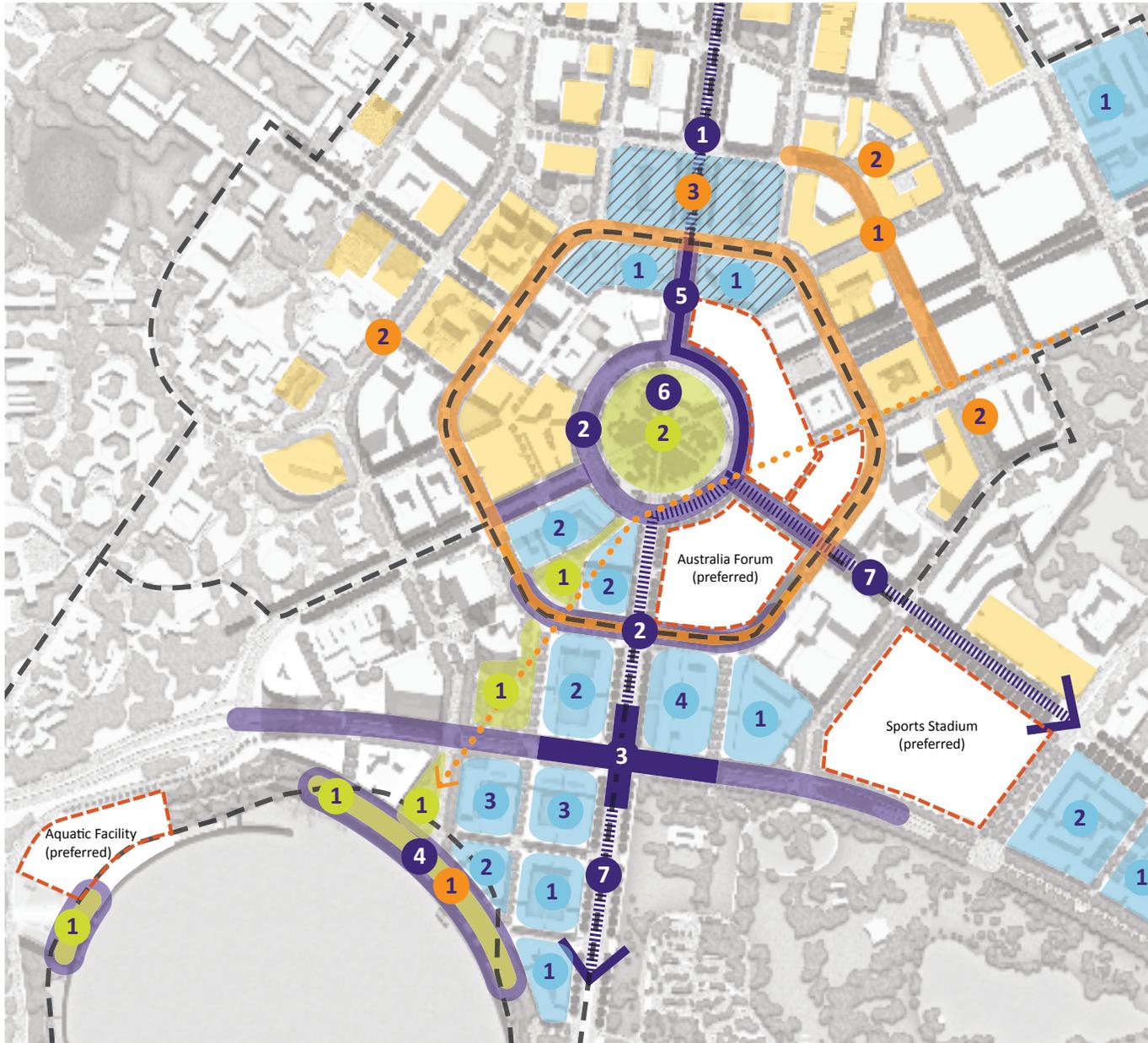
The initiatives indicated in Figure 35, and their staging and targeting, outlines an indicative phasing of development that shows how sites could develop over the life of the Plan under optimal conditions.

Delivery of City Plan initiatives has been considered and is represented in Figure 36. This representation of the delivery of Plan outcomes indicates:

- how the ACT Government's current investments in projects and infrastructure will support delivery of the City Plan vision
- the vision realistically is a long-term matter that requires many of the City Plan responses to be coordinated and integrated
- the key role of planning and appropriate investigations for delivering projects
- a strong mix of uses is sought across the character areas, including the targeted introduction of new uses in particular character areas and
- the identification of the key connections that need to be established to ensure the success of all City Plan outcomes.



# Implementation



## Possible urban improvements and major development projects

### Phase 1- 0-5 years

- 1 Capital Metro
- 2 Transport and Movement Phase 1
- 3 Parkes Way 'smart boulevard'
- 4 West Basin Lake Edge

### Phase 2- 5-10 years

- 5 Capital Metro expansion - City Station
- 6 City Hill activation

### Phase 3- 10-15 years

- 7 Capital Metro Extension

### Proposed Land Release

- 1 Phase 1- 0-5 years
- 2 Phase 2- 5-10 years
- 3 Phase 3- 10-15 years
- 4 Phase 4- 15+ years

### Existing and Proposed Open Space

- 1 West Basin Link & West Basin foreshore
- 2 City Hill

### Major Pedestrian Connections

- City East to West Basin

### Public Realm and Built Form Investigations

- 1 West Basin
- 2 City Centre Urban Design Framework
- 3 City Hill and Gateway Sites character area plan

### Site investigation areas

- Sites with unused capacity under current planning controls
- Character area boundaries
- Gateway sites

NB. Indicative and proposed projects require further investigation and Government decision.

Figure 35 - Indicative implementation and timing

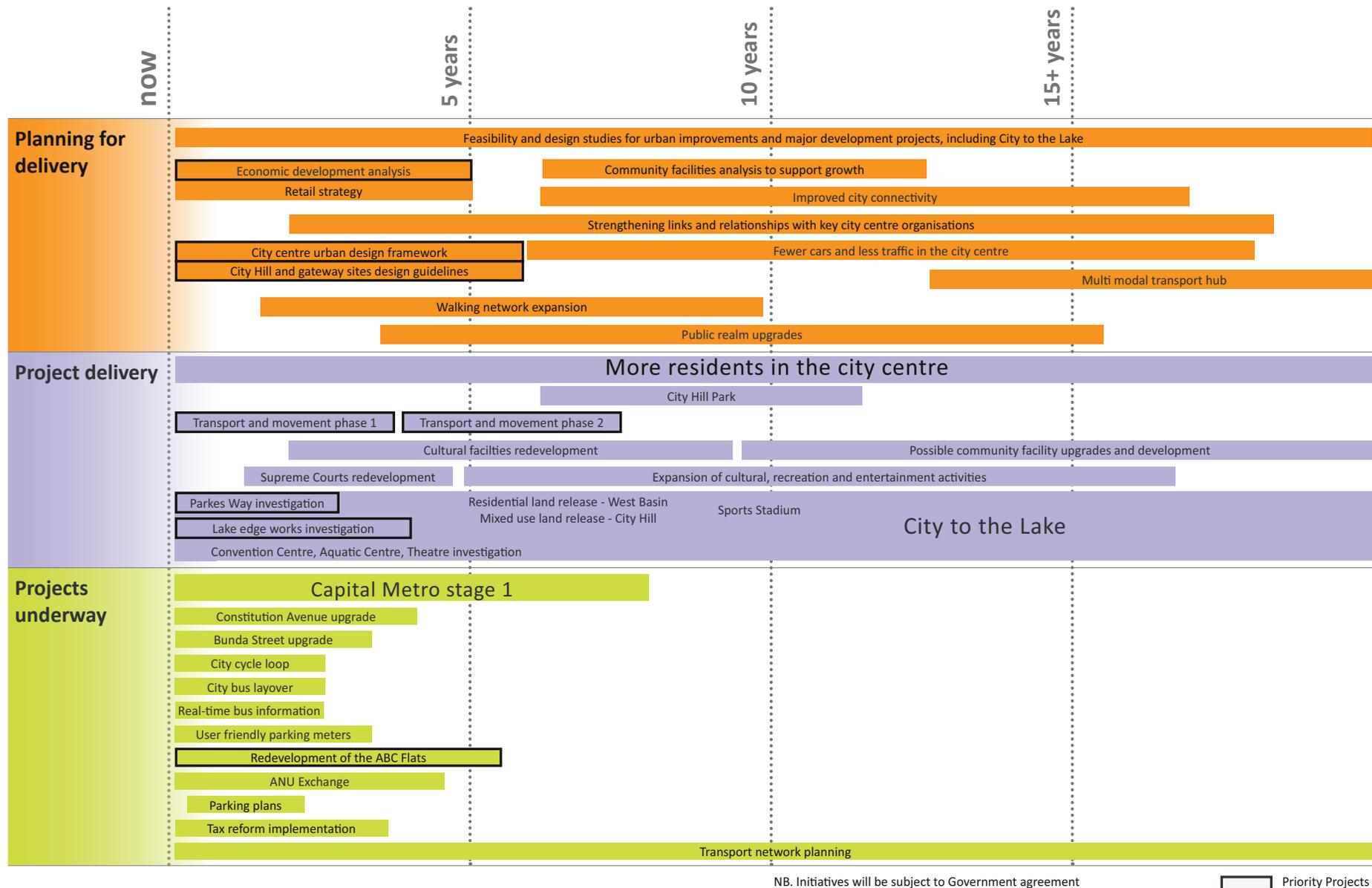


Figure 36 - Indicative implementation of the City Plan through delivery mechanisms

# Implementation

## 5.5 Next Steps

The City Plan is the strategic vision and framework for the future of the city centre. By the middle of 2014, the government will develop and agree to:

- a governance framework and strategy to manage delivery of the City Plan
- an implementation framework that identifies relevant City Plan activities and what is needed for delivery, and
- the investment focus and priorities in relation to delivery of City Plan outcomes.

Five identified priority projects that support the broad range of City Plan outcomes will be progressed:

### Transport and movement (Phase 1)

This project will develop options to lessen the impacts of through-traffic in the city centre. The project will examine public and private transport and parking at both overall system and local levels.

### Redevelopment of the Allawah, Bega and Currong (ABC) flats

The redevelopment will build more than 1,000 new residential units in the city centre, offering better amenity and public facilities while maintaining pedestrian connections to transport networks and the CBD.

### City to the Lake proposals

The government will progress site investigations, feasibility studies and business case development on the West Basin lake foreshore, Parkes Way 'smart boulevard', convention centre, aquatic centre and Canberra theatre and stadium projects to support future government decisions.

### Economic development analysis

New policy will work to encourage development, redevelopment and re-use in the city centre.

### City centre urban design framework

An urban design framework will guide high-quality building and capital works across the city, particularly for 'gateway' sites around City Hill and the Sydney and Melbourne buildings.

*Image courtesy of Australian Capital Tourism*







**ACT**  
Government