

Inner South Draft District Strategy
Fyshwick Business Association Initial Feedback

| Page | Strategy Text | FBA Comments |
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| 7 | <p>East Lake...Residents can easily access a diversity of jobs given connectivity to the City Centre by the future light rail at Woden and the existing and growing clusters of employment within the district. Employment areas include ... the thriving Fyshwick industrial area.</p> <p>Fyshwick has maintained its role as the pre-eminent light industrial, enterprise and urban services hub in Canberra. Retail, typical office developments and uses that have a day-to-day 'population serving' character, have been directed to more suitable locations in town, group or local centres. Freight connections have been maintained. The Fyshwick CIT campus, in collaboration with private firms, supports innovation in the trades and construction sectors.</p> <p>East Lake has places where people can live close to employment, education and recreational opportunities with good linkages to Canberra Railway Station as an important transport hub.</p> | <p>The FBA commends the government on recognition of Fyshwick as a thriving industrial area, however greater emphasis needs to be placed on its role as an employment hub in the same fashion as town centres.</p> <p>Fyshwick's location adjacent to East Lake also makes it an important amenity, employment, and services precinct to support the planned population growth there. More consideration needs to be given to Fyshwick in this regard in the context of district planning.</p> <p>Fyshwick is a hive of innovation not just in trades and construction. Greater attention needs to be paid to supporting other innovation in a planning context.</p> <p>The current location of Canberra railway station does not offer any amenity to local residents with respect to accessing employment, educational or recreational opportunities. It only serves interstate travel. The FBA's Eastwick Greenline urban renewal vision addresses this issue and the association enthusiastically notes the identification of a strategic investigation corridor along the current heavy rail route from East Lake through Fyshwick.</p> |

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| 8 | <p>5 big drivers/10 targets - Directions for inner south:</p> <ul style="list-style-type: none"> - Retain, protect and support the capacity for industrial and urban services uses in the ACT's premier enterprise precinct of Fyshwick and avoid conflicting uses. - investigate the opportunity for a multimodal hub around Canberra railway station - Retain function and accessibility of important freight routes in and around Fyshwick and through the district. | <p>We believe development adjacent to the Jerrabomberra wetland can be managed without onerous strictures and by the development of a new city park which will embrace and protect the wetland and help to mitigate Fyshwick's heat island effect.</p> <p>A multimodal hub would be better located at the east end of Fyshwick freeing up valuable land around the railway station for more land value uplift and return to the government and ratepayers.</p> <p>We commend the intention to retain, protect and support the ACT's premier enterprise precinct. We are concerned about what is intended by the phrase "avoid conflicting uses".</p> <p>More analysis needs to be undertaken on how Fyshwick delivers on each of the 5 big drivers and 10 targets for the whole city, not just the inner south.</p> |
| 11 | Total future employment table | We note Fyshwick's inclusion as an economic & employment focus area. |
| 15 | <p>Role of the district strategies</p> <p>Assisting in achieving coordination between infrastructure, transport, planning, climate change and living infrastructure strategies and delivery of initiatives at a district level.</p> <p>The district strategies will inform the preparation of the district policies in identifying areas of potential future land use change and providing guidance on the expected character of development in those areas.</p> | <p>Much more discussion will be needed around future land use to maximise Fyshwick's potential.</p> |

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| 16 | <p>What do the district strategies cover?</p> <p>Strategic Assessment for the Eastern Broadacre area.</p> <p>“The planning for each district has considered different development scenarios, evaluated in terms of key elements such as transport accessibility, access to amenity and services and sustainability considerations, and refined to the preferred approach, which is documented in the district strategies.”</p> | <p>Fyshwick needs to be considered in its relationship with the Eastern Broadacre assessment. It is neat to divide districts by the Molonglo river but realistically there is a considerable land use ‘overlap’.</p> <p>There is much talk throughout the strategy of people and jobs, but not of business and commercial/economic activity which is different from public sector employment activity. More consideration needs be given to the impact on and support for businesses through the planning regime.</p> |
| 17 | Figure 2: District boundaries | Fyshwick’s importance extends beyond its immediate geographical location. |

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| 23 | <p>Macro trends and issues affecting planning</p> <p>City-shaping transport</p> <p>Transport infrastructure has a crucial ability to shape and dictate the urban form of a city, particularly large projects such as light rail, high speed rail or major roads.</p> <p>The locations of major transport infrastructure should consider elements such as accessibility to residents, accessibility to employment, efficient connections to the wider network and integration into the existing urban fabric. The ACT's future rapid transit network presents opportunities for development to align with improved amenity and accessibility within each of the districts.</p> <p>Future industries and employment</p> <p>Our economy and ways of working are constantly evolving. The COVID-19 pandemic has had a particularly significant impact in some sectors; for example, more people working from home is changing how commercial floorspace is used. There may be a need for increased flexibility in how commercial floorspace is used and where it is located.</p> <p>Planning needs to consider the types of employment the ACT will have in the future. The city's competitive advantage in knowledge-based sectors will continue. As the city matures, more opportunities for industrial and 'land-hungry' employment uses may be required. Areas with more limited access to jobs and opportunities need to be considered to address spatial inequality.</p> | <p>There is much work to be done around the transition for business towards the phasing out of internal combustion vehicles by 2035.</p> <p>Major transport infrastructure must address Fyshwick's role across the city and beyond.</p> <p>The proposed Fyshwick light rail is perfectly located to improve amenity and accessibility within the inner south as well as with other districts, Queanbeyan and beyond.</p> <p>More consideration should be given to Fyshwick as the prime location for future industries and employment.</p> |
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| 24 | <p>Macro trends and issues affecting planning</p> <p>Knowledge and innovation precincts</p> <p>Innovation precincts are urban areas that have networks of organisations, start-ups, research institutes, knowledge intensive business and education institutions. The presence of many tertiary education and other anchor institutions in the ACT presents logical opportunities for the development of innovation precincts.</p> <p>Establishing these types of precincts will require consideration of the land uses surrounding universities and major hospital precincts within some districts, alongside other success factors including internal connections and balancing land diversity, liveability, amenity and affordability.</p> | <p>Fyshwick is already an organic knowledge and innovation precinct and should be included in the thinking around establishment of such areas. Specifically it should not be excluded because of the absence of a large public institution such as a hospital or university (noting the existence already of CIT).</p> |
| 25 | <p>Post-covid environment & housing affordability</p> <p>“There may be a greater need for flexibility in land uses in Canberra’s commercial centres to respond to shifts in demand, particularly if remote working patterns continue.”</p> | <p>Housing affordability poses a particular challenge in Canberra. The East Lake development and Fyshwick strategic investigation corridor offer strong opportunities to address this.</p> |
| 27 | <p>Community feedback</p> <p>Open green space</p> <p>Protect and activate reserves and green corridors, particularly in areas of housing density.</p> <p>Maintain views of hills and ridges.</p> <p>Infrastructure and transport</p> | <p>By its evolution and industrial heritage, Fyshwick is the hottest part of Canberra and more consideration needs to be given as to how this can be ameliorated. Ideas such as development of an urban/micro forest in Fyshwick, and the creation of a new city park around the wetland need to be given serious attention.</p> |

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| | | Public feedback on transport and infrastructure echo the issues we have identified. |
| 27 | urban density, housing diversity | Supports Fyshwick strategic investigation corridor. |
| 33 | Figure 10: Potential future housing demand, based on recent population projections, 2046 and 2063 | East Lake and Fyshwick combined could accommodate 100% of the projected future population growth in the inner south to 2063. |
| 35 | Figure 11: Potential future additional jobs by district (baseline only), 2046 and 2063 | More detailed analysis and projections are needed to get a better picture of the breakdown of jobs growth and the appropriate planning response for Fyshwick. We believe the broad inner south projections are not a realistic reflection of the future jobs provision in Fyshwick. |

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| <p>43/44</p> | <p>Economic access and opportunity across the city //Figure 14: Economic access and opportunity across the city</p> <p>Providing better access to economic opportunities closer to home can be achieved by: enhancing the ACT's hierarchy of employment centres; building on clusters of advanced health, education, science, technology and sports activities to develop innovation precincts; and providing direct and faster public transport connections.</p> <p>Contemporary centres that attract people are typically characterised by a mix of uses and a diversity of building forms, size, type and affordability.</p> <p>Accommodating future industrial land in existing and new industrial precincts will add to economic diversity and growth.</p> <p><i>Innovation precincts:</i> areas with clusters of key employment uses and anchor institutions, such as hospitals, university campuses and science hubs, and elite sports precincts, where planning will seek to better integrate built form, movement and connections to contribute to economic growth, economic diversification and collaboration.</p> <p><i>Economic and employment focus:</i> locations where planning and other initiatives will support Canberra's key economic nodes and precincts as well as strengthening selected town and group centres to provide more economic opportunities and jobs closer to home.</p> | <p>Fyshwick's proximity to East Lake makes it an obvious choice for economic focus to enhance job opportunities closer to home. In this regard it should get the same attention as town centres.</p> <p>See earlier remarks about Fyshwick as an innovation hub.</p> |
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| <p>45</p> | <p>Importance of industrial areas</p> <p>There is a low share of jobs in industrial-based employment sectors but this may grow in future along with growth in the population and the economic diversity of the city. The industrial precincts of Fyshwick and Mitchell are therefore critical as locations for basic urban services (activities that are important to the functioning of cities) and future growth prospects, while Hume also provides a region-wide hub for higher-impact industrial activities and freight and distribution functions. These areas should be protected from encroaching commercial, residential and retail uses that could be accommodated in centres. Demand for future industrial land uses needs to be accommodated in these existing areas and in new industrial precincts which will be identified where possible, to add to Canberra's economic diversity.</p> | <p>We welcome recognition of the pivotal role Fyshwick plays in the life of the city and of its industrial heritage and importance. However we believe more agile thinking can be applied to Fyshwick's relationship with commercial, residential and retail uses. To restrict these (particularly when they already exist) sits completely at odds with the stated intent to generate economic diversity. Moreover, there are excellent examples of thriving communities, such as Marrickville in Sydney, where sensible planning policy encourages and facilitates the harmonious coexistence of industrial, commercial, retail and residential uses. The ACT must be able to embrace this kind of thinking.</p> |
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| <p>46</p> | <p>Importance of industrial areas</p> <p>Concentration of employment and disconnect with where people live</p> <p>The existing spatial distribution of employment centres and economic drivers are highly concentrated in the East Canberra, Inner North and City, and Inner South districts while the public transport network is focussed on travel to the central and inner employment hubs.</p> <p>Flow on and compounding effects in access and opportunity</p> <p>This disconnect between where people live and their relative access to a pool of employment makes a difference to the life opportunities of residents in the areas with less access. The spatial disadvantage in terms of access to jobs is sometimes compounded by relative socio-economic disadvantage. Socio-economic indicators below the Canberra average are typically found and concentrated in selected outer suburbs (see Figure 22 under the Inclusive centres and communities driver). To address this spatial disconnect between job concentrations and residential locations, the district strategies plan for and support more jobs being available locally, including in the town centres and centres in greenfield precincts and outer suburban areas, as well as enhanced access to existing key employment centres in central Canberra via the transport network.</p> | <p>Another way of addressing this is to create residential development closer to commercial activity and foster a mix of diverse economic activity, for example the East Lake to Fyshwick corridor could include a wide range of developments such as soho terraceshops on the ground plane and walk up commercial on the first floor with artisan workspaces below and accommodation above, all adjacent to light rail.</p> |
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| <p>48</p> | <p>Objectives for district planning – economic access and opportunity across the city</p> <p>1,2,4 Integrate future employment floorspace to meet job aspirations – Build sufficient capacity for employment floorspace into planning controls in town and group centres, including light industrial. This can be aligned with projections and aspirations for employment growth.</p> <p>2,5 Support public and active transport and public domain with amenity in centres – Provide local public/active transport networks and public domain treatments that support liveability/amenity within and between all centres including tree canopy cover and cool public spaces.</p> <p>3,4,5 Protect and expand vital industrial and service trades precincts – Protect existing industrial and service trades precincts from encroachment of uses that are allowed for elsewhere (in other zones), and support opportunities for employment growth, including allocating industrial land in new/greenfield areas.</p> <p>2 Develop selected innovation precincts – Build on clusters of advanced health, education, arts, science and sports activities to develop innovation precincts where feasible.</p> <p>2 Develop visitor attractions as economic assets – Build on science,</p> | <p>We support these objectives broadly except for the threat of restrictions on activities in Fyshwick that are “allowed for elsewhere”. We believe this is contradictory to Fyshwick’s capacity to fulfill the government’s other objectives, particularly given the need for economic growth and job creation.</p> |
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| | tourism, arts and visitor assets to create additional employment opportunities. | |
| 49 | <p>Strategic movement to support city growth...</p> <p>Strategic investigation corridors that might support future rapid transport links and a stronger network of connections to and between activity nodes are also identified</p> <p>Major freight and commercial traffic will utilise movement corridors (road and rail) that are separated from high amenity settlement areas.</p> | <p>We commend the inclusion of the heavy rail corridor as a strategic investigation corridor. It is under-utilised and divides Fyshwick thus inhibiting free movement across the precinct and to and from major arterial roads. Addressing existing traffic challenges is a priority not sufficiently considered in the draft strategy.</p> |

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| <p>51/52</p> | <p>ACT orbital links and freight network // Figure 17: ACT orbital links and freight network</p> <p>The district strategies adopt a long term perspective on Canberra's future development directions, including its distributed network of centres and economic activity nodes</p> <p>Light rail network</p> <p>Part of the strategic public network, the light rail network is a transformative opportunity for the ACT.</p> <p>Major roads and freight</p> <p>Safe and efficient freight movement is vital to the liveability and prosperity of the ACT. Orbital transport networks (road, rail and air) are planned and designed for larger vehicles and trucks associated with bulk goods movement to key freight hubs. The major road network facilitates movements of traffic, particularly north-south via peripheral parkways such as the Tuggeranong and Majura parkways. It is important that these corridors are reserved and designed primarily for by-passing, freight and commercial traffic, focussed on 'business to business' connections, and with a reducing role for commuter and journey to work traffic.</p> <p>District road hierarchies provide for the 'last kilometre of a journey', between arterial roads and local destinations. Planning for access and design for interface issues, including delivery, loading, parking, noise and amenity is essential to support city life.</p> | <p>We look forward to the future analysis that will look at extension to the strategic movement network and encourage the swift completion of this work.</p> <p>We support light rail to the south of the lake and advocate for further investigation of a corridor from the Parliamentary zone to the Airport via Fyshwick.</p> <p>We note the rhetoric around road network planning but that insufficient emphasis or urgency is placed upon the planning needed to deliver an efficient network for Fyshwick such as that described.</p> |
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| 55 | <p>Sustainable neighbourhoods</p> <p>Creating sustainable places requires an integration of the right mix of land uses, urban density and local amenities such as accessible public spaces, walkable streets and connectivity via active and local transport to retail and services. The more amenities, the more diversity and density that can be supported.</p> <p>New development is a means for sustainable transformation. It enables 'urban improvement' including improving streets and public domain with more connections and greenery to encourage walking and local liveability, while also contributing to the zero carbon ambition. New development in future should incorporate new social and affordable housing, including the 15% target on residential land release sites in the ACT Housing Strategy.</p> | <p>Urban renewal from East Lake to Fyshwick has the potential to deliver a substantial contribution to the government's sustainability aspirations.</p> |
| 56 | <p>Figure 18: Sustainable neighbourhoods</p> | <p>This map fails to recognise the future of Kingston/East Lake/Fyshwick as a centre. We believe the centres hierarchy needs to be reviewed to consider this.</p> |
| 58 | <p>Figure 19: Potential suitability of areas for new housing</p> | <p>We question what data was used to create this map and contend it is not sufficient to acknowledge the potential of the East Lake, West Fyshwick, Dairy Road areas.</p> |

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| <p>69</p> | <p>Community facilities should align with needs</p> <p>Analysis, which has considered the potential growth of the population given existing community facilities in the district, has indicated demand and potential for new or expanded facilities including:</p> <ul style="list-style-type: none"> • primary schools (and possibly high schools) • Early Childhood Education and Care (ECEC – including child care centers) <p>Planning for community facilities is crucial to support the liveability of new and existing communities, alongside housing, employment and other land uses. Social infrastructure (such as schools, health facilities, libraries, arts and cultural facilities and general community spaces) should be considered as important as any other form of infrastructure. Early Childhood Education and Care (ECEC) will also be a key component of education when considering the future community facility needs to each district in the ACT.</p> <p>The provision of community facilities should reflect and ‘keep pace’ with changing requirements. This relates to servicing new development and addressing ‘backlogs’ or targeting communities in need. Different approaches may be needed in each case.</p> <p>There is an emerging ‘mismatch’ in the distribution of community facilities with the population.</p> | <p>Fyshwick’s central location and proximity to growing residential populations, as well as accommodating the needs of 16,000 workers makes it the ideal position for community facilities.</p> |
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| 88 | <p>There is a rapid bus service from the City Centre to Fyshwick.</p> <p>The district is home to the Canberra Railway Station in Fyshwick, the only heavy rail connection in the ACT. The station is likely to change as part of planning for the East Lake urban renewal precinct. Over the long term, consideration will need to be given to opportunities for faster and high-speed rail.</p> | <p>The existence of this bus service provides little utility for workers or visitors to Fyshwick. The number of jobs here deserves better public transport from across Canberra</p> <p>We support planning for high speed rail and endorse the route running to Canberra Airport, with a subsequent link to light rail and on to the parliamentary zone via Fyshwick.</p> |
| 91 | <p>[under “feedback from community for inner south - accessible Canberra”] Improve transport connections within the district and to surrounding areas including Fyshwick and Dairy Flat.</p> | We concur. |
| 92 | <p>[under “visions for inner south”] Investigate the opportunity for a multimodal hub around Canberra Railway Station.</p> | We believe it makes more sense for a multi-modal hub to be relocated to the east end of Fyshwick to enable better use of the valuable land around the current railway station. |
| 102 | <p>Analysis of the 2011 and 2016 censuses, using ‘Location Quotient’ analysis (Figure 33), shows that the Inner South’s strengths are mainly in knowledge intensive and industrial industries. The latter is growing on account of Fyshwick, though industrial jobs still represent a small share of employment.</p> | We believe innovative industrial practices will enhance the viability of Fyshwick as Canberra’s industrial heart and that planning should take account of this. |

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| <p>103</p> | <p>As identified in Figure 34, the key employment focus areas for the Inner South are Fyshwick and west Deakin.</p> <p>Fyshwick remains an important industrial area for both the Inner South and the whole ACT and region. Despite pressure for conventional retail and commercial development, the industrial and urban services functions in Fyshwick will be retained and prioritised in land use decision making for the precinct and surrounds. This will make sure that as Canberra grows it still has access to a central precinct with industrial and urban services land uses. This may require reconsideration of the planning controls and land uses that apply under the current zoning. Planning for the East Lake precinct, particularly around Mildura Street, will need to limit any potential impacts on Fyshwick's industrial character and function. Planning around East Lake, Fyshwick and Canberra Railway Station will consider opportunities to establish an innovation precinct, part of the broader corridor linking into the City Centre and Australian National University/CSIRO. This precinct could focus on existing assets like the CIT and commercial uses at Dairy Road.</p> <p>[table of initiatives for inner south]</p> <ul style="list-style-type: none"> - Review the role of and undertake detailed analysis of capacity in employment precincts for more employment floorspace across the district, particularly in Fyshwick and West Deakin, to inform place based planning and land use decision making. - Review existing zoning and planning controls in Fyshwick industrial precinct to make sure industrial and urban services uses are retained, and limit capacity for non-industrial and potentially conflicting land uses. | <p>We applaud recognition of Fyshwick's preeminent industrial and urban services role however we are alarmed by the proposal to review existing zoning and planning controls in Fyshwick to limit non-industrial land uses. Given Fyshwick's evolution as a precinct with a vibrant diversity of businesses it would be a seriously retrograde step to now go back and limit what can be done here. Moreover, that has the potential to limit important future services necessary to serve the growing adjacent residential population and the worker population.</p> <p>We support the notion of an innovation precinct but consideration could be given to wider boundaries, given all the innovative businesses already in Fyshwick.</p> |
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| | <ul style="list-style-type: none"> - Investigate potential for establishment of an innovation precinct focussed on Fyshwick CIT campus building on the presence of the Fyshwick industrial area, Canberra Railway Station, the development of East Lake and commercial uses at Dairy Road. | |
| 106 | <p>[under “strategic movement to support city growth”] Enhancements to rapid connections could potentially be investigated for the corridor between the Parliamentary zone and Fyshwick over the longer term, aligned with opportunities for development around the Canberra Railway Station to create a multimodal hub, and potential extension into Queanbeyan. Planning for this area will include working with key stakeholders to understand prospects for growth and how this may impact on Canberra’s transport network. Planning for regional services linked to Canberra Railway Station, and possibly faster rail and high speed rail, will occur over the much longer term.</p> <p>A major factor for transport for the Inner South is planning for freight and movement in and around the Fyshwick industrial precinct. Major freight routes, including National Freight Routes like the Majura Parkway and Monaro Highway, and B-double vehicle routes across Fyshwick and Kingston including Canberra Avenue, will be protected. Their ability to function will not be impacted by urban development or land use hconflicts.</p> <p>[initiatives]</p> <ul style="list-style-type: none"> - Investigate the long term potential for enhanced rapid transport connections to Fyshwick (and beyond to Queanbeyan). - Make sure future development and planning controls around Kingston and | <p>We support these initiatives, noting our preference for a multimodal hub to be at the east end of Fyshwick with a new Canberra Railway Station.</p> |

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| | <p>Fyshwick in particular support and maintain capacity for freight traffic in the district, including National Freight and B-double routes.</p> | |
| <p>123-124</p> | <p>WSUD (water sensitive urban design) will be an integral part of the development of the East Lake precinct in Kingston and Fyshwick, which are close to Jerrabomberra Creek and wetlands near the outlet to Lake Burley Griffin. Urban intensification will require additional development-scale WSUD measures to be implemented across the district.</p> <p>Wastewater Icon Water manages the wastewater network. Key capacity constraints exist in the Main Outfall Sewer (MOS) along with the Fyshwick Sewage Pumping Station (FSPS) and Fyshwick Sewage Treatment Plant (FSTP) to the east, which drains through the MOS and is reaching the end of its nominal life. Major network upgrades will be required that address both north and south Canberra's anticipated growth.</p> | <p>We look forward to further discussions on these matters.</p> |
| <p>125</p> | <p>Electricity Within Inner South, the recently established East Lake Zone Substation has capacity for growth in the Kingston, Canberra Airport, Pialligo and Fyshwick areas as well as provision for a third transformer if required.</p> | <p>We look forward to further discussions on these matters.</p> |