



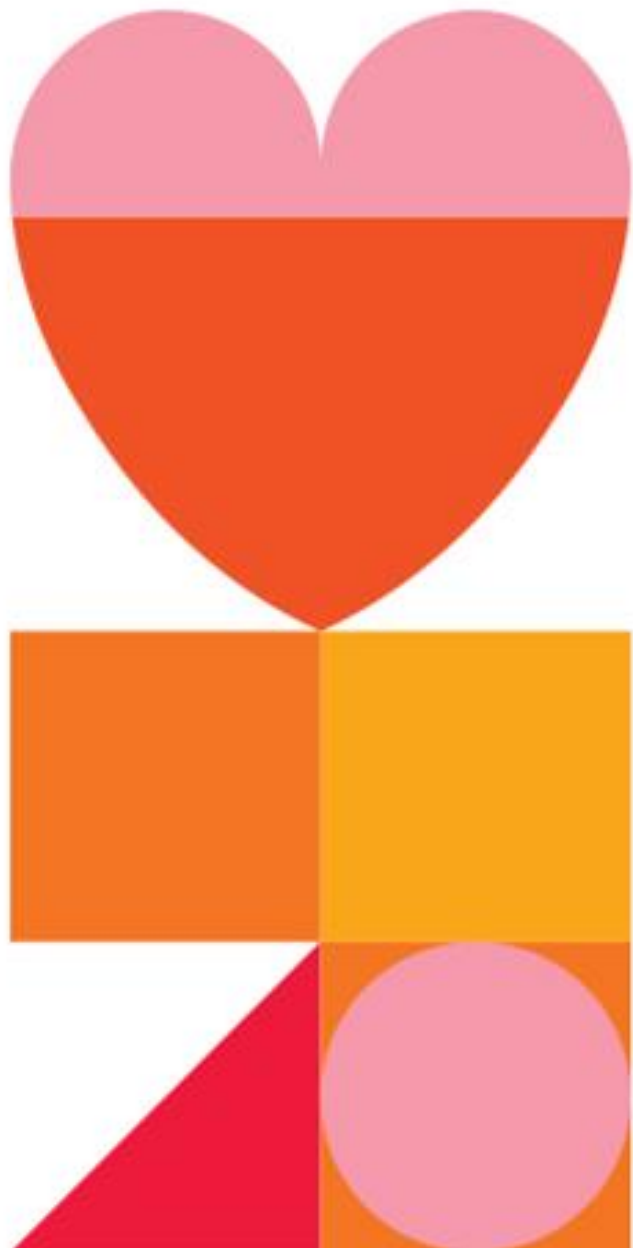
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Consultation Report

Acton Waterfront Park Design: Phases 1 and 2

March–December 2022



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Acknowledgement of Country



We acknowledge the Ngunnawal people as traditional custodians of the ACT and recognise any other people or families with connection to the lands of the ACT and region. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.





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Executive summary

To advance the Griffin Legacy, the City Renewal Authority (the Authority) is progressing with the multi-year Acton Waterfront project in consultation with the community and stakeholders.

The Acton Waterfront Park design builds on a significant body of consultation and work starting in 2004 when the Authority published the Griffin Legacy.

The culmination of that work was realised in August 2020 with the Acton Waterfront Place Plan. The plan is the framework for creating Acton Waterfront Park and guides the future development of the Acton Waterfront precinct.

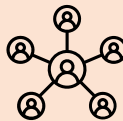
In May 2022, the Authority undertook community and stakeholder engagement to inform the development of the park's design principles and initial concepts. The process and detailed feedback for the engagement is outlined in this report.

Key themes

Key themes that emerged from consultation with equal priority through the consultation were delivering a park that:



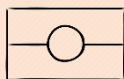
Supports a wide range of activities



Easy to get to and is connected to its surrounds



Has water featured and celebrated



Honours Ngunnawal culture



Is accessible and inclusive



Is safe and has a very high level of amenities



The Authority and the design team used the feedback gathered in Phase 1 to develop more detailed plans for the park, which were put out for Phase 2 consultation from 31 October through to 12 December 2023. The intent of engagement in Phase 2 was to seek broad feedback on the following:

- Detailed designs.
- Preferences to inform project staging.
- Temporary activation opportunities.

These consultation activities included stakeholder briefings, government and community workshops, targeted focus groups, outreach “pop-up” events and an extensive online engagement process.

Several engagement activities covered planning for the park and the proposal to develop the adjacent estate. This report only reflects feedback relevant to the park component of the planned renewal of the precinct.

Opposing views

The engagement program yielded quite divergent feedback. While the bulk of feedback indicated general support for the design and plans for the park, some of the feedback was opposed to the park based on the following:

- Its interdependency with the adjacent estate redevelopment.
- Incompatibility with the Burley Griffin vision.
- The already constructed concrete boardwalk.
- Token Indigenous theming.
- Over design and overactivation of a three-hectare space.
- Loss of open space and established trees.
- Inadequate park size and incorporation of Barrine drive within the parkland area.
- Expense and extended timeframe for delivery.

Supporting views

Where people supported the concept and design of the park, they commonly cited the following reasons:

- Canberra already has a large amount of natural parkland, and the waterfront would provide a more urban, active outdoor gathering place catering for a wide range of uses.
- Support for recognition and integration of Ngunnawal culture.
- A new central event space for the city that would be a destination for Canberrans and visitors.
- The focus on active nature-based play.
- The park would open the lake to greater use.
- An outdoor park in proximity to dining and retail.





Common themes across feedback

Some common themes across feedback included:

- A desire to see the park's size increased beyond the minimum 50 metres.
- Look at reducing the amount of hard surfaces and hard stand areas.
- Bringing in more trees and planting for shade, cooling and supporting wildlife.
- Addressing weather protection in summer and winter.
- Conclusively addressing the separation of cycling and e-scooters from pedestrian areas.
- Ensuring ample provision of affordable longer-stay car parking to support access for those who do not have convenient public transport.
- Address concerns about potential use conflict between an active event-based parkland near a residential area.
- Ensure good pedestrian access from Civic and surrounding areas.

First Nations engagement

There was strong support among First Nations people for the proposed designs for the park. Feedback noted the importance of the new park as a place of ceremony and a place to share and learn about Ngunnawal culture. Several suggestions were received about how this may be achieved. First Nations stakeholders also commented favourably on the design, the use of natural materials, and the focus on planting endemic species.



Introduction

History of the project

Lake Burley Griffin is a much-loved and defining feature of Canberra. Walter Burley Griffin and Marion Mahony Griffin's original plan intended for the road and pedestrian access to continue to the water, connecting it to the city centre.

The Authority is progressing with the multi-year Acton Waterfront project in consultation with the community and stakeholders so that this new city precinct reflects Canberrans' vision for their city, connects the City Business District (CBD) to the lake and provides unrestricted, public access to the lakefront.

The project has a long history based on its centrality to the Griffins' original vision and plan for this area, as highlighted in Table 1.

Table 1. History of Acton Waterfront

Year	Activity
2004	<p>The Authority published the Griffin Legacy, which set a new course for Canberra's development.</p> <p>The Griffin Legacy prompted changes to the National Capital Plan, resulting in Draft Amendment 61. The Draft Amendment included provisions for developing West Basin, such as reclamation of part of the lake edge, cafés and tourist facilities, and water sensitive urban design strategies.</p>
2006	<p>Amendment 61 was approved by the House of Representatives and Senate and incorporated into the National Capital Plan.</p>
2012	<p>A Project Reference Group was established to support the City to the Lake Project, including representatives from the Canberra Business Council, the National Museum of Australia (NMA), the Australian National University (ANU), the National Trust, the Lake Users Group and others. At this time, the National Capital Authority also established a Design Review Panel to provide independent design critiques of proposals for West Basin.</p>
2013	<p>Public consultation was undertaken on the City to the Lake Vision by the Land Development Agency. Comments received specifically concerning Acton Waterfront highlighted the community's importance of public access to the lake. While embracing the City to the Lake proposal, existing lake users indicated they wanted to continue to use walking and cycling tracks at West Basin and enter the lake for water sports without impediment.</p>
2014	<p>The Land Development Agency devised designs for the West Basin waterfront in close consultation with the Authority and the National Capital Design Review Panel. This included a series of design workshops on the overall public realm strategy and two presentations to the National Capital Design Review Panel. The</p>



Year	Activity
	Project Reference Group was expanded to include a broader range of interests in the project.
2015	The community was invited to provide feedback on the draft City to the Lake Strategic Urban Design Framework and the types of commercial activities, community facilities and events they would like to see at the West Basin waterfront in the future. 78% of respondents indicated the proposed design fits with their idea of a liveable Canberra and the city they want for the future. 75% of respondents indicated that the proposed design recognised the site's unique qualities, significance and prominence. Community feedback showed that creating public areas before any private building development occurred was preferred for this area.
2016	The Authority granted Works Approval for the West Basin Point Park (later renamed Henry Rolland Park). Construction began in October of that year with the first 150 meters of the boardwalk.
2017	Consultation on the name of West Basin Point Park was undertaken.
2018	Henry Rolland Park opened to the public, with around 10,000 people attending the official opening. The Authority granted Works Approval for the boardwalk extension as part of the Acton Waterfront works.
2020	The Acton Waterfront Place Plan was released. This plan is the framework for realising the final design solutions for the park and guides the future development of the Acton Waterfront precinct. Ongoing targeted engagement regarding the construction (including the temporary cycle paths and Acton Waterfront beach) occurs with several stakeholders, such as the Lake User Group, Pedal Power, and Triathlon ACT.
2022	<p>The Dhawura Ngunnawal Caring for Country Committee and the Authority's Board meet to define principles to guide Ngunnawal engagement on the project.</p> <p>In March 2022, the beginning of the design phase for Acton Waterfront Park commenced. During May–June 2022, Phase 1 engagement on initial concepts to inform the development of design principles and subsequent detailed designs launched. Throughout October–December 2022, Phase 2 engagement was delivered on detailed designs for the waterfront park and adjacent estate development.</p>



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Rationale for the project

The Authority is working to implement Walter Burley Griffin and Marion Mahony Griffin's vision by progressing the multi-year Acton Waterfront project in consultation with the community and stakeholders so that this new precinct reflects Canberrans' vision for their city, connecting the CBD to the lake and providing unrestricted, public access to the lakefront.

Supporting that vision and work, this Consultation Report captures the first workshops to establish the design principles that will inform the Acton Waterfront Park.

The new Acton Waterfront Park will be adjacent to the boardwalk, on land reclaimed from Lake Burley Griffin as part of the previous stage of works.

The new park will provide a tourism and recreation destination, offering space for events, exhibitions, community gatherings and activities in a high-quality setting that is easily accessible. The site has the potential to provide a recreational and cultural focus to the lake's West Basin and be a popular destination for Canberrans.

Note: Imagery in this document is indicative and was used throughout engagement





Phase 1 engagement program

Overview of workshops

As a part of the Phase 1 engagement, three workshops were held over two days on 16 and 17 May 2022. Each workshop was targeted at different groupings of participants:

- Caring for Country (First Nations)
- Government (government organisations and ACT Government)
- Community (community groups)

The Caring for Country workshop was facilitated by Yerrabingin, a specialist Indigenous design and cultural consultancy. Caring for Country workshop was followed up with presentations to the Dhawura Ngunnawal Caring for Country Committee on 15 June 2022 and 23 July 2022. The community and government representative workshops were facilitated by WSP with support from the design team at Aspect Studio, Authority project team members, and Communication Link.

More than 85 invitations were sent to local community members and associates. The following organisations attended the various workshops:

- Dhawura Ngunnawal Caring for Country Committee
- ACT Government agencies, including Chief Minister, Treasury and Economic Development Directorate, Major Projects Canberra, Transport Canberra and City Services, Environment, Planning and Sustainable Development Directorate, ACT Events
- National Museum of Australia
- Australian National University
- ACT Council of Social Service
- Pedal Power
- Lake Burley Griffin Guardians
- LGBTIQ Advisory Council
- Molonglo Group
- National Trust

Participants brought a broad range of expertise and experience to these design sessions.





Types of feedback

The feedback captured through the course of the initial round of consultation falls into six categories:

1. Content from discussions (as captured by consultants supporting the Authority).
2. Emerging themes and ideas (as captured by graphic illustration).
3. Raw material (as captured by participants during the workshop exercises).
4. Feedback from the stakeholders in the area who have been notified of the beginning of the design process.
5. Feedback from the broader community through engagement with the relevant YourSay page.
6. Feedback from the broader community through social media interactions.

Notification of Phase 1 consultation

Through the workshop, flyers were also delivered to all neighbouring residents and businesses. This mailout included all residential dwellings and commercial facilities in the area bounded by London Circuit, Gordon Street, Marcus Clarke Street, Edinburgh Avenue and Parkes Way. Or in other terms, all businesses and dwellings within the New Acton precinct and the 4 buildings of the Metropolitan development.

In all, including bundles left at cafes and other retail businesses, the team distributed approximately 1,200 flyers. The flyer that was distributed is included in [Appendix 1](#).

Corflute boards highlighting the project and consultation via the YourSay page were also placed around the Acton Waterfront area.





YourSay engagement

Following the workshops, the Authority provided a summary of the workshops to the community through the YourSay page and social media. The release of information was intended to provide the broader community with an opportunity to hear about the discussion that transpired through the workshops and provide an opportunity for further input into the design process.

As envisaged, the workshop release did prompt many additional ideas and comments by various members of the community, which are also included in this report.

Specifically, the launch of the YourSay page on the Acton Waterfront Park Design triggered a considerable amount of activity and discussion. See [Appendix 2](#) for the detailed responses.

Table 1 below summarises the YourSay engagement from 16 May 2022 to 20 June 2022.

In addition, there were 82 further unique submissions and comments through that period. These are included in [Appendix 3](#).

Table 2. YourSay activity snapshot in total

Views	Visits	Visitors	Contributions	Contributors	Followers
2895	1665	1439	147	46	19



Phase 1 Engagement outcomes

The emerging key themes discussed below incorporate views and ideas from the workshops, social media coverage YourSay activity and emails. The themes are not in any order of priority and reflect matters that were consistently heard throughout the initial engagement.

Emerging key themes

A park that supports a wide range of activities

- The future design must create an urban space for structured and unstructured activities. These could range from large-scale events to just visiting the park and reading a book outdoors. The park scale should enable large events and simple everyday “low-key” use. This would entail diverse spaces, from busy and interesting urban spaces, to quiet and tranquil natural places.
- As a major civic space, the park should be the “go-to” place for community events but also have plenty of green areas for low-key community use and not be dominated by infrastructure, roads, paths and hard surfaces. Larger gathering and events spaces would be best located near the urban interface rather than more natural parkland areas.
- There was a desire to see this underutilised and unengaging lake edge alive with people of all ages and to support active and healthy living. Many suggestions about the varied activities could be facilitated through the design. These include an amphitheatre with an outdoor screen, skate friendly design, bike paths, cafes, library/meeting rooms, pavilions, wi-fi, child water and nature play and climbing structures.
- Event infrastructure should be seamlessly incorporated into the park environment for a wide range of community uses (small and large). This infrastructure should also be resilient to cope with the impacts of large events.
- It was also noted that the development would be adjacent to the waterfront park. The broader public’s use and enjoyment of the park and the waterfront area should not be curtailed by any future residential use.



A park that is easy to get to and is connected to its surrounds

- A common theme in feedback was that Acton Waterfront is uniquely an urban park where the city meets nature and the water. However, the area is currently quite disconnected from its surrounds.
- Participants noted the importance of connecting the park back to the CBD, National Museum of Australia, ANU and the Botanic Garden through good access and wayfinding and ensuring the park was inviting and intuitive to navigate.
- While proximity to the future light rail was beneficial, Parkes Way was seen as a physical and psychological barrier.
- Within the park, concerns were expressed that the proposed street reduces the area allocated for parkland and could become a place of conflict between vehicles, pedestrians, scooters/skaters and bicycles. Some also noted that without management, there is potential for the boardwalk to become a place where there is a conflict between pedestrians and cyclists/scooters/skaters.
- Within the park precinct, pedestrians should have priority over cars.

A park where water is featured and celebrated

- Many contributors saw water as an integral element of any design, and this went beyond just having water as something to be looked at.
- Water was also seen as both peaceful and enlivening and critical for biodiversity by providing habitat for native plants and animals.
- There was strong support for features/ infrastructure that would facilitate greater interaction with the water. This included boardwalks over the water and steps into the water, aquatic plantings, water play for kids and facilities for kayaks and other water-based leisure activities.
- By bringing water up into the park, there is also potential to soften and cool the park.
- Water is also an important contributor to biodiversity. Provision for natural treatment of urban runoff through reedbeds and rain gardens would ensure healthier water enters the lake.
- Some concerns were expressed that the present edge of the boardwalk does not allow animals that fall into the lake to safely get out of the water and, with its substantial overhang, may not support biodiversity.
- The original Molonglo River and water are also key elements of the Ngunnawal story of this area.





A park that honours Ngunnawal culture

- Ngunnawal culture and understanding of Country must be the foundation of place so that the park is a space of respect, sharing and learning.
- Acton Waterfront Park should be a place where we all connect with Country, connect with culture, and connect with each other.
- The park can be a place where Ngunnawal culture is embodied in design through the incorporation of Ngunnawal stories and truth-telling about the process of colonisation and Ngunnawal resilience. Key to this is the Molonglo River that was flooded to form Lake Burley Griffin.
- This way, the park can be a place of healing and a place where all people can genuinely come together, be with and learn from each other. Historically the river valley was a place where people would meet.
- Planting within the park should highlight endemic and native plants, bush tucker, and provide habitat for native animals.
- Using aquatic plants to treat water before it enters the lake will help heal the basin and consider placing plants within the water to increase habitat and bring life back into the West Basin.
- Play and discovery were seen as ways to promote intergenerational learning about culture and country.
- Technology and art should also be used in telling and interpreting Ngunnawal stories. This should be much more creative than just placing signs around the park, and the process of choosing and telling stories should be led by Ngunnawal elders.
- The creation and operation of the park should provide opportunities for Indigenous enterprise.

A park that is accessible and inclusive

- A strong view emerged that the park should be for all people. It should be an inclusive and safe place where people feel they belong.
- To achieve this, it should respond to the needs of the broadest possible cross-section of the Canberra and Australian communities since the lake, and this park are on the national stage.
- All parts of the waterfront and edge should be accessible to everyone and not privatised for restaurants or other commercial use.
- A park in this central location has the potential to be “the” place where Canberrans can meet each other and visitors to the ACT can “meet Canberra”.
- Different activities and ways of using the park should be catered for. However, the park shouldn’t be over-programmed. It needs some capacity to evolve and be a place where people can make their own.





- The park should be truly accessible to all and work well for people with disabilities. This is not just about access but also signage, amenities, wayfinding, all-abilities play and gender-neutral toilets.
- People should be able to enjoy themselves here without spending money, and commercial and residential interests from within the new adjacent development should not dominate.

A park with high levels of amenities

- The basics need to be done well, with facilities that make the park easy to use and a place where people will want to spend time. This includes clean, accessible toilets, drinking fountains, shade structure, barbeques and recycling bins.
- Park infrastructure should be sustainable, robust and resilient to withstand high use levels over time.
- Ensure the interface with the adjacent planned development is human scale and prioritises the amenity of the waterfront park.
- Consider creating community facilities in the adjacent development that can interface with, and add to, the community utility of the park.
- Easy access to food at various price points in the nearby development area.
- Without being too formal or piecemeal, there needs to be different zones for events, more active uses, and places for low-key passive use. This way, people can go to an area that works for them and what they want to do. Not everywhere in the park needs to be “activated”.
- Provide access to small-scale event infrastructure so community and cultural groups can stage their events within the park at a low cost.
- The design needs to respond to the microclimate of the basin and Canberra’s extremes to ensure the park is comfortable across the seasons.
- Some concerns were noted about the extent of hard surfaces (roads and the boardwalk) proposed for the park and that these were not conducive to a sense of amenity or safety.
- The design should explore ways to reduce the intrusion of noise from traffic on Parkes Way into the park area. This could include planting, changing landforms and placing buildings in the development area.





A park that is safe

- Some feedback focused on the safety challenges of cyclists and pedestrians sharing bike paths through the waterfront.
- There were also suggestions around having the right surfaces for the right activities so children playing in playgrounds, for instance, could safely play.
- Use planting and changes in level to create zones where kids can safely and freely play.
- Place steps to and from the water in locations along the boardwalk.
- Make the park safe at night with animal friendly lighting and evening activation.
- Manage interaction between pedestrians, vehicles, scooters and cyclists and prioritises pedestrians, not cars.

These high-level themes are a distillation of a large amount of feedback and bring together things commonly and consistently heard through the initial stages of engagement. A graphic artist also visually captured feedback during workshops; these outputs are included in Appendix 4.

Suggestions for facilities and amenities

Within the feedback we received, there were some very specific suggestions as to what could be incorporated into the new park. Some of these include:

- All abilities and all ages play
- Water play and swimming areas
- Fountains
- Exercise and climbing equipment
- A ferry wharf
- Small watercraft for hire
- A native food garden
- A small amphitheatre for outdoor performances and music
- Outdoor live screens
- A small market area where local artisans and producers can sell their wares
- Food and beverage to provide outdoor and lakeside dining options
- Design in wind protection and shade
- Undercover bike storage and repair station
- A wide pedestrian and cycle land bridge over Parkes Way
- A pedestrian tunnel from Commonwealth Park under Commonwealth Avenue
- Segregated lanes for cyclists that skirt the park and are away from the boardwalk
- Green and leafy space, particularly for shade
- Link the park into bike routes to the arboretum and through to Tuggeranong





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Phase 1 and 2 Consultation Report

Places to emulate and/or learn from

We also received several references to exemplar public spaces and parks around the world. Some of these included:

- Salamanca — markets food /beverage and activity.
- Culdesac Tempe — a car free community.
- Bergen Port or Copenhagen-style water houses — the building typology for the interface between the development and the waterfront park.
- European waterfront promenades — Porvoo in Finland, Sweden and Holland.
- Henry Rolland Park — quality and robustness of finishes.
- Southbank beach — water play.
- Create a wide shared path (like Vondelpark in Amsterdam) from the park to the Museum.
- Avoid the very constrained public access to the waterfront as has occurred in Kingston's foreshore development.

Note: Imagery in this document is indicative and was used throughout engagement





Phase 2 engagement program

How we engaged during Phase 2

The conversation about detailed designs for the Acton Waterfront Park occurred through activities and platforms from 31 October 2022 to 12 December 2022. Given the project's significance to the ACT, an extensive program of engagement be undertaken, and a diverse range of Canberrans have an opportunity to have their say on this important project. Activities throughout the six-week consultation period included:

- Ongoing consultation with First Nations stakeholders undertaken by Yerrabingin
- Site visits with Lake User groups and the Lake Burley Griffin Guardians
- Two focus groups with Canberrans from culturally and linguistically diverse backgrounds
- One focus group with parents and carers of children from suburbs across Canberra
- Series of pop-ups in Civic and at Henry Rolland Park
- Online workshop with ACT disability and access organisations
- Two Government stakeholder workshops
- In-person community workshop
- Online community workshop
- YourSay platform and survey
- Detailed submissions
- Shorter email submissions

Further detail of these activities and feedback received is outlined in the following chapter. The Authority and the design team are thankful for the constructive and thoughtful guidance stakeholders provided.

Notification of Phase 2 consultation

The community and stakeholders were notified of the Phase 2 consultation program through a range of means, including:

- Emails to registered stakeholders and community groups
- OurCanberra newsletter
- Signage placed around the Acton Waterfront site
- Social media, including LinkedIn, Facebook, Instagram and Twitter
- YourSay page
- Invitations to workshops/briefings



Engagement activities undertaken across Phase 2

Table 3 highlights all the activities, timings and participants involved for each part of Phase 2 engagement throughout 2022.

Table 3. Phase 2 engagement activities

Activity	Date (2022)	Participants
First Nations Engagement		
Ngunnawal Elders Walk on Country and Feedback Session	23 July	5
Online feedback session	3 November	44
Focus groups		
Culturally and linguistically diverse community members	26 October	5
Culturally and linguistically diverse community members	26 October	6
Parents and guardians of children 18 years and younger	28 October	11
Government representative workshops		
Government Workshop 1 – in person	1 November	7
Government Workshop 2 - online	2 December	25
Pop-ups		
Garema Place	18 November	17
Henry Rolland Park	19 November	27
Community focussed stakeholder engagement		
Site visits with Lake User Groups	July	13
Site visit with Lake Burley Griffin Guardians	July	23
Online workshop with community organisations focused on disability, access and inclusion.	27 October	2
Community workshop – in person	26 November	16
Community workshop – online	1 December	11

YourSay activity in Phase 2

From 31 October, the Authority placed information on the Phase 2 design ideas on the ACT Government YourSay platform. This information was intended to provide the broader community with an opportunity to provide further input into the design process.

The launch of the YourSay page on the Acton Waterfront Park design from 30 October through to 12 December 2022 triggered a considerable amount of activity, as summarised in Table 4.

Lodgement of submissions with 4 long-form submissions and 10 email submissions received. These are included in [Appendix 5](#).

Table 4. YourSay activity snapshot

Views	Visits	Visitors	Contributions	Contributors	Followers
4503	2012	1581	30	25	6

Note: Imagery in this document is indicative and was used throughout engagement



Phase 2 engagement outcomes

What we heard by activity

The following section highlights what we heard from each activity and the insights the stakeholders and community provided throughout:

- First Nations engagement
- Government workshop
- Community workshops
- Pop-ups
- Focus groups
- Long form submissions
- Email submissions.

First Nations engagement

Table 5. Ngunnawal Elders Walk on Country and Feedback Session themes and insights

Theme	Insights
Celebration and Prominence of Ngunnawal Culture	<ul style="list-style-type: none"> – Ngunnawal culture should be incorporated throughout the entirety of the development. – There needs to be something under your feet, a place to ground to Country. – Quiet nodes for weaving, smoking ceremonies and music. – Include an introductory paragraph in Ngunnawal language. – Landscape orientation, using design to highlight the continued existence of the Molonglo River and how it was used by Ngunnawal People. – Country is holistic and interconnected by nature, and it is a living web Silk of a spider that is so strong and powerful, but only once it is woven together. Speaks to the strength of the community. – Important to provide social outcomes for future generations of Ngunnawal People, e.g. employment opportunities, cultural practices, healthy Country. – Create a Ngunnawal timeline; honour significant ancestors, dreaming spirits and present day community champions. – Naming in Ngunnawal language. – Children were told to stand beneath a snow gum if they ever got lost. This is because they were easy to find. Parents would know to come and look for them there. This is a cultural practice that everyone can take part in. – Importance is made from what people do in a place and what meaning they give it. Storytelling will make this space the heart or central hub of Canberra.



Theme	Insights
	<ul style="list-style-type: none"> – Ngunnawal People are warrior people who continue to fight for justice and visibility. Our communities and families are still here today because of this love and care. This should be celebrated. – Need to design with future generations and our youth in mind. They are the continuation of our culture. Opportunities for cultural learning are integral. – Sensory learning experiences and nature play. Ensuring that parents can learn something about Ngunnawal culture as well. – Shift the Canberran identity to one that is embraced by Ngunnawal culture, creating a sense of awareness, pride and belonging with us. Many people are looking to find out who they are — we want to help them but also have them understand us.
Design	<ul style="list-style-type: none"> – The design style should be consistent throughout the entirety of the development, and it should flow rather than feel disjointed. The space should look natural. – Utilise local materials – Utilising the spaces between the buildings and creating communal moments within these, expanding into nearby buildings. – Referencing and celebrating Ngunnawal People's connection to the water throughout the design and using water to draw people into and guide them throughout the space.
Uses and amenity	<ul style="list-style-type: none"> – Create a space that can be the connective tissue between the surrounding areas. – There should be space that allows for the community to come together and showcase living culture: language, song, and art. – Creating a space that fosters community activity (events, jobs, programming) not just for Ngunnawal People, but for everyone. – Consider public amenities, bathrooms, food, etc. – Stone boulders for seating. Aboriginal families are large and usually can't find enough seating
Environment	<ul style="list-style-type: none"> – Support native insects, animals and endangered species; pollinator-friendly plants should be included.



Table 6. Online First Nations Feedback Session themes and insights

Theme	Insights
Celebration and Prominence of Ngunnawal Culture	<ul style="list-style-type: none"> – Use of Ngunnawal language to name key areas across the site. – Language to educate people coming to the site. – Where can we have ceremonies? – Have a place specifically for telling stories. – The architecture of the shelter reflects stories and provides views of the surrounding landscape.
Design	<ul style="list-style-type: none"> – Connection to the sky. Where is there a safe place to see the sky? – The site is very connected, which is good — lots of walking paths. – Walking close to the water will be a nice experience. – Love the organic shaped shelters. – Natural materials used are really nice.
Uses and Amenity	<ul style="list-style-type: none"> – Water play for the children. – Will there be a few amenities across the site? – Weaving spaces. – Shade is needed for the hot summer days. – Love the BBQ and bush tucker space, and it will be great to get native herbs for the cook-ups. – The amphitheatre will be a great space for events. – There seems to be a lot of experiences to be had here – awesome! – Looking out to the water from the shelters will be great. – Places need to be easy to access.
Environment	<ul style="list-style-type: none"> – Endemic species interpretation, e.g. sculpture, texture, form. – It's great to see that endemic planting is going to be proposed across the site.

Government workshops

Table 7. Government workshops themes and insights

Theme	Insights
Transport	<ul style="list-style-type: none"> – There was discussion around prioritising the use of public transport, noting light rail and key bus routes are adjacent to the site. It was also noted that planning needs to provide ready access for emergency services vehicles to and from the precinct. – There was support for: <ul style="list-style-type: none"> » Not running buses directly through the Acton Waterfront neighbourhood. » Reducing rates for the provision of car parking to encourage the use of public transport. » Reducing car usage through transport planning and building design. » Increasing usage of electric scooters and bikes.
Cycling	<ul style="list-style-type: none"> – Cycling infrastructure should be designed to manage access and minimise conflict with pedestrians. Noting the experience from Kingston Foreshore, a separate cycle path will be needed to accommodate commuter cycling. Ideally, this could be located at the rear of the buildings facing the lake in an accessible, efficient, prominent and safe location.
Planting and landscape	<ul style="list-style-type: none"> – There was discussion around planting options and the impact these could have on infrastructure and water quality. The MIS25 Planting list was mentioned as a reference for developing the planting schedule. – Other suggestions included: <ul style="list-style-type: none"> » Increasing tree plantings in streetscapes and open spaces to meet canopy targets. » Showcasing sustainability through climate-wise landscaping. » Effectively integrating outdoor dining and public spaces to link with the lake, waterfront edge and built form (including commercial and community use). » Integrating wind and weather protection into the public space and the design and arrangement of developments to minimise wind tunnel effects between buildings. » Lighting that is full cut-off and designed in line with NCA's Outdoor Lighting Policy. » Considering the time it will take for landscaping to establish. While TCCS prefer 1m stock to establish Eucalyptus trees —this could take several decades to develop sufficient shading and landscape character. A mix of other tree species that could suit advanced,



Theme	Insights
	<p>mature planting to provide improved amenities, cooling, and shade and mitigate the visual impact of built form from the lake should be explored. Where possible, retaining mature trees across the site should be explored and if not viable, then relocation or replacement with equivalent canopy coverage.</p>
Infrastructure	<ul style="list-style-type: none"> – Water management and stormwater options (particularly in relation to access and maintenance of assets) need to be considered in further detail as the design develops. It was felt that all aspects of the development provide an opportunity to showcase sustainability with renewables, urban heat mitigation and net zero carbon footprint. – Other areas to be explored include: <ul style="list-style-type: none"> » Living infrastructure can play a key role in Improving water quality and providing other water amenities for the area. » Providing additional community power services (which could be solar) for activities like markets.
Destination, character, and land uses	<ul style="list-style-type: none"> – To make this a drawcard for tourism, events and public activity – an economic planning assessment with community needs assessment, and retail study would assist in identifying land use requirements (including education/child care etc.) and opportunities for commercial uses, events, and sharing of public space management (e.g. pools, beaches, lawns). – Consideration could be given to creating a pool in West Basin at some point in the future.
Heritage	<ul style="list-style-type: none"> – On the edge of the West Basin area, there is a limestone outcrop and potential remnants of lime kilns used in the early construction of Canberra

Community workshops

Table 8. Community workshops themes and insights

Theme	Insights
Scale, location and character of the park	<ul style="list-style-type: none"> – Expanding the width of the park to greater than the NCA minimum of 50 metres. – Considering the scale of the estate development and how this may impact the amenity and feel of the park.
Landscaping and vegetation	<ul style="list-style-type: none"> – Increased the vegetation and canopy cover, preferably with native species. – Shade is a key consideration in Canberra. – Lessen the area currently given over to hard surfaces with more grassed areas and increase tree and shrub cover.
Transport and access	<ul style="list-style-type: none"> – Ensure adequate and affordable parking capacity. – Providing good transport access, including those for buses and emergency vehicles. – Reducing the potential for pedestrian and cyclist conflict.
General	<ul style="list-style-type: none"> – Priorities for initial delivery were for the community park and playground to be built first, ahead of the arrival point, lake structures, terraces and plaza. – Suggestions to temporarily activate the future park site prior to construction commencing included: <ul style="list-style-type: none"> » BBQ/picnic areas » Pop-up market » Food festivals, coffee/food vans » a sports area (e.g. volleyball) » Concerts/festivals » Cycling events – Other suggestions to be considered in the final design for the park included: <ul style="list-style-type: none"> » Water features and fountains » Charging stations for electric bikes and cars » LGBTIQ+ inclusive signs and artwork » Gender-neutral toilets

Pop-ups

Table 9. Pop-ups themes and insights

Theme	Insights
Scale, location and amenities of the park	<ul style="list-style-type: none"> – Ensure high design quality in the park and adjacent development. New Acton has set a high standard. – It is important to include quiet spaces for contemplation and busier spaces for events and activities. Quiet places in the city are critical for overall mental health. – Need shade and shelter — the boardwalk is hot and completely exposed. – Make provision for coffee carts and other similar activities. – Noise from traffic on Parkes Way may impact the park's ambience — consider reducing the speed limit on Parkes Way. If not, the designers will need to consider using the land and vegetation as a noise buffer. – The park and facilities need to be designed for easy maintenance — some parks in the ACT, such as Commonwealth Park, are not well maintained. – Consider some flexibility in the design to allow the space to adapt over time.
Landscaping and vegetation	<ul style="list-style-type: none"> – Maximise plantings and the sense of being in nature. – Support the incorporation of more natural spaces in the terraced area. – Need to make sure there are plenty of softer landscape elements — it currently looks like there may be many hard surfaces. – Look at planting larger trees where there is more soil depth. – Focus on natural play rather than structured playgrounds — kids need adventure play and to use their imagination.
Transport and access	<ul style="list-style-type: none"> – Accessibility is important. It would be good to see more ramps and as few steps as possible. – Ensure accessible connections throughout the park. – Clear wayfinding for users of the park. Identify where users go to get off the lake into the park, where toilets are, local amenities etc. – Need to widen the pedestrian bridge — currently, it is too narrow for cyclists and pedestrians. – Need more pedestrian crossings on Parkes Way so pedestrians can have multiple ways to cross and get into the park. – Need careful consideration of parking for events. – With the lake structures, consider that several different types of lake users will want to access the park from the lake. Moorings, piers and pontoons will need to safely accommodate different types of craft at the same time.



Theme	Insights
	<ul style="list-style-type: none"> – Make the piers available for public use and not just commercial use.
General	<ul style="list-style-type: none"> – Suggestions to temporarily activate the future park site prior to construction commencing included: <ul style="list-style-type: none"> » Food trucks and coffee carts on weekends » Low-key nature play – Other suggestions to be considered in the final design for the park included: <ul style="list-style-type: none"> » Incorporation of business opportunities like a place to hire kayaks. » If the wharves/piers are to accommodate power boats, cleats will be needed on the piers. » Go Boat and commercial uses but also ensure wharves/piers are available for kayakers and boaties. » a Ferris Wheel or Zip Line. » Paddle boats.

Focus groups

Table 10. Focus groups: People from CALD backgrounds, themes and insights

Theme	Insights
Scale, location and character of the park	<ul style="list-style-type: none"> – Look at opportunities to increase the width of the park. – Ensure that as well as active programmed areas, there are some quiet places as well. – Like the idea of focusing and concentrating different activities in different areas. – Design in ease of maintenance — otherwise, it may become unattractive to use over time. – Concerns about neighbouring residential development — “We don’t want to feel we are in a space owned by somebody else”. – Support for lake structures to facilitate safe interaction and access to and from the water. – Design in more weather protection for hot summers and Canberra’s winters. Many felt that wind would be a problem along the waterfront.
Landscaping and vegetation	<ul style="list-style-type: none"> – Many participants noted that while it is an urban space, it would be good to see more planting. It was accepted that areas such as the pathways, market plaza, arrival area and play areas would need to be resilient and accommodate heavy use. Still, it would be good to see grassed and vegetated areas being maximised. – There were some concerns about how long it would take for shade trees to grow and the lack of amenities and comfort in the interim. – There was an overall preference for a mix of native and introduced plants, as deciduous trees allow light in winter. – Some questioned the extent to which planting would act to the needs of native wildlife. – Nature-based play was strongly supported – with a view that these facilities should not just be for young children but also appealing and attractive to older children.
Transport and access	<ul style="list-style-type: none"> – The car will be the predominant mode of access for some from most parts of Canberra. – While it is good that consideration is given to public transport, adequate parking will need to be provided. The reality is that many people, particularly those with a disability, large families and/or young children, will need to drive to access the park. – Parking charges would need to be affordable, given that people would likely visit for half a day or longer.



Theme	Insights
	<ul style="list-style-type: none"> – More needs to be done to minimise the potential for pedestrian cycle conflict. While some supported low-key recreational cycling within the park, others were concerned that in areas such as the boardwalk and the internal access pathway, bikes, e-scooters, and skateboards were not compatible with the high level of use that the park would receive. A few participants expressed a desire that, except for people in wheelchairs and mobility vehicles, the boardwalk should be pedestrian only. – Ferry access would be good.
Amenities, activities and programming	<ul style="list-style-type: none"> – There is a very strong desire for people to learn more about Indigenous culture. Participants supported making the park a place for First Nations people to share their culture and understanding of Country. – Don't lose focus on the basics. Water bottle fillers, dog poo bags and receptacles, clean and accessible toilets, rubbish bins, BBQs and picnic shelters and facilities. All these should be provided but also well maintained. – There were mixed views on gender-neutral toilets. While it was agreed they should be provided, it was also noted that women-only options should also be available due to safety and cultural appropriateness concerns. – Provide free wi-fi across the precinct. – With more people in apartments, children's birthday parties and large group gatherings /celebrations are now being held in parks. Make it easy to book and then find allocated spaces for these. – Spaces for activities such as concerts are good, but these need to be well programmed and advertised so people need to know what is on. – Place information online so people can plan their visit and know where facilities and amenities are. – A park that is open and active into the night will be a real point of difference from many other parks in Canberra. Lighting and security will be important. – Safety and security at night need to be considered in detailed design and how the park is operated. – Concerns were noted that three safety spots might not be sufficient, given the park's length. – While the market area is good, will there be enough places and amenities for people who want to picnic here? – The food offer should work across all price points. – Consider vending machines in areas away from the dining precinct.

Theme	Insights
General	<ul style="list-style-type: none"> – Priorities for delivery were to create the play space and community park first. – Suggestions to temporarily activate the future park site prior to construction commencing included: <ul style="list-style-type: none"> » Food trucks. » Dog walking. » Temporary outdoor cinema. » Lakeside access for kayaks, paddleboards etc. » Support the idea of planting out and providing access to the park area while the soil is settling. » Integration with the beach. – Other suggestions to be considered in the final design for the park included: <ul style="list-style-type: none"> » Exercise equipment in the park. » Address the gap in activities for young people between 10 to 16. » Bring back the paddle boats.

Table 11. Focus group: Parents and carers of children themes and insights

Theme	Insights
Scale, location, and character of the park	<ul style="list-style-type: none"> – Resolve the potential conflict between the park as a city wide public asset and the fact that there will be a large number of residents in very close proximity. – Look at opportunities to increase the width of the park. – It is good to have a place where people can safely get down to and interact with the water. – Ensure that there are quiet places as well as active areas. – While it is good to have such a programmed space, be wary of packing too much into a relatively small area – In Canberra, there are plenty of places to be in nature but not a lot of places where you can sit and watch and be amongst people. The terraces plaza and community park will be great for people watching. – The idea of focusing and concentrating on different activities in different areas is a good one. – Support the idea of a park made of lots of rooms and break-out spaces. – Younger children are quite well catered for with playgrounds it would be good to have a place that works well for older children and young people.

Theme	Insights
	<ul style="list-style-type: none"> – Strong support for nature-based play for people of all ages. – The park needs to be dog friendly. – Design more shade protection for punishingly hot summers and wind protection for winters. – Ensure safety around the water for young kids. – Place barriers (not necessarily fences) that can separate park and play areas from the roadway and boardwalk.
Landscaping and vegetation	<ul style="list-style-type: none"> – It would be good to see more grass and plantings - there may be a little too many hard surfaces and landscaping. – There were some concerns about how long it would take for shade trees to grow and the lack of amenities and comfort in the interim. – Nature based play was very strongly supported – with a view that these facilities should not just be for young children but also be appealing and attractive to older children as well.
Transport and access	<ul style="list-style-type: none"> – Car parking will be needed for some time, and it should be easy to get in and out of with ready access points to park. – Many parts of Canberra won't have light rail, so bus stops close to the park will need to be created. – Adequate and affordable parking will need to be provided, as many people (particularly those with children) will need to drive to access the park. – More needs to be done to minimise the potential for pedestrian, bicycle and e-scooter conflict. – Separate out a route for faster commuting cyclists. – It is good that there will be access from the water.
Amenities, activities, and programming	<ul style="list-style-type: none"> – There is a very strong community interest in Indigenous culture. Having the park as a place for First Nations people to share their culture and understanding of country is exciting. – Cafes with quality food at a range of price points are essential. – Nature play is great — kids need to be safely challenged and encouraged to use their imagination. – Clean and accessible toilets, rubbish bins, BBQs and picnic shelters and facilities. All these should be provided but also well maintained. – Be bold with public art. – Active programming and evening events are needed. Now nightlife in Canberra is focused on suburban eating precincts, and it would be good to have that level of amenity, activity and great food all in proximity to a park.



Theme	Insights
	<ul style="list-style-type: none"> – Having places for performances is great, but you need good programming. – Bring in things for 12–18-year-olds, who are typically hard to cater for. This could be relatively informal active play equipment such as table tennis, small sand courts for volleyball, and a skate area. – Provide access to good changing facilities near the water play area. Preferably with warm showers, as kids can get very cold after playing, even in summer. – Think about activities such as geocaching the park. – Utilise the water for activities – dragon boats, kayaking, hire of paddle boats. – Need to think about winter activities/events that will keep people coming here when things are cold. – As a parent, it would be good to know you could turn up with your kids, and there would always be some interesting event happening.
General	<ul style="list-style-type: none"> – Priorities for delivery were to create the community park and play spaces first. – Suggestions to temporarily activate the future park site prior to construction commencing included: <ul style="list-style-type: none"> » Paddle boats. » Public art. » Interim events. » Night markets. » Culture walks hosted by Ngunnawal people. » Lake based activities. » A nursery for plants that will eventually go into the park. » Involve students in planting out the native meadow on the temporary earthworks. – Other suggestions to be considered in the final design for the park included: <ul style="list-style-type: none"> » Really push the mix of urban and natural park. » Be genuine about the Ngunnawal connections — it could be something unique for the ACT and Australia. » Ensure the park is seamlessly integrated with the retail dining in the estate development. » Keep event spaces very flexible so that different types of events can be readily provided for.

Theme	Insights
	<ul style="list-style-type: none"> » Cafes and pavilions should be well protected from wind. This is a challenge as any structures need to provide shade and breeze in summer but let in light and keep out winds in winter. » Look at “integrating” the waterfront parkland with Acton Peninsula and the Botanical Gardens to link the gardens to the water. » Provide good pedestrian connections back to NewActon and Civic.

Table 12. Online stakeholder workshop: Disability, access and inclusion themes and insights

Theme	Insights
Access	<ul style="list-style-type: none"> – The use of shared zones along Barrine Drive is discouraged. The team should consider very frequent, well-defined pedestrian crossings instead. These crossings should have signalised lights with appropriate timing, auditory signals and tactile indicators. The street should be at the same level as the footpath. – Barrine Drive needs to be a well signed and recognised slow area - this also goes for the bike paths. – E-scooters are an emerging safety problem. Ideally, they shouldn’t be allowed in the park. – There should be on-grade disability parking distributed along the length of Barrine Drive so people can readily get to the section of the park they want to access. Maximum separation should be 100 metres with ample shade along the access route. – Try not to put disability parking in the lower levels of the basement as it is too dependent on lifting. Where possible, it should be a level entry or a low incline ramp with a clear, seamless path of travel. – Ensure terraces and lawn areas in the park have relatively flat access off the main linking internal pathway. – Pontoons should have a railing on at least one side and a lip on all sides so people with disability can also interact safely with water. – Provide a beach mobility device in the newly created beach area. – The design appears to incorporate seamless paths of travel and multiple points of entry which is very encouraging. – Provide and promote information online about disability access and amenities so people can confidently plan their visit.
Toilets and amenities	<ul style="list-style-type: none"> – Accessible toilets should be created using the Changing Places guidance tool. https://changingplaces.org.au/build-a-facility/build-a-toilet/ – Ensure reasonable space within toilets.

Theme	Insights
	<ul style="list-style-type: none"> – Provide both left hand and right hand toilets across the park's length. – Accessible toilets should not have an MLAC key. – Ensure easy access and clear visibility to amenities. – Design shelters to be disability friendly with ample space for people to move around under the shelters. – Avoid fixed benches on all sides so that a wheelchair can pull up and be part of the gathering at a table. – Inclusive seating — leave spaces between seating so a person in a wheelchair can sit alongside and between others and not always be stuck at the end. – The height of some seating and tables should also be suitable for people of shorter stature. – Support the provision of seating along and close to pathways. – Ensure grab rails and fences don't block views for people in wheelchairs.
Play	<ul style="list-style-type: none"> – Think about wheelchair swings and places where children in wheelchairs can safely get down among the nature play area and be part of the activity. – If you are making cubby houses, design them so kids in wheelchairs can go inside them. – Use subtle barriers such as landscaping and level changes or fences hidden by planting to create safe but not visibly confined spaces for kids to run around. – Create quiet, time out spaces for children who find busy, noisy environments challenging. – Don't separate kids with additional needs. – Ensure that playgrounds are near cafes and facilities. – Water play allows for good visibility so kids can be supervised from a distance. – Make sure the mechanics of waterplay are easy for kids with disabilities to manipulate. – Place some taps in accessible locations so kids in wheelchairs or with limited mobility can operate them and participate with their peers. – Like the approach to creating a safe barrier that separates play areas and the actual waterfront.

Long form submissions

Table 13. Long form submissions insights

Submission	Insights
Submission 1: Traditional Boat Squadron	<ul style="list-style-type: none"> – The lake has been used for commercial and recreational boating for 60 years. – Support the incorporation of boating facilities for smaller vessels to access the waterfront. – Funding for these facilities should be a priority. – Waterside activities can add to the ambience and attraction of the shoreside destination. – The current plans predominantly address shore aspects of the park, and the plans require a greater waterside focus. – The design and location of vessel access points need to consider exposure to winds, a water depth of at least 1.5 meters, and ensure adequate separation between larger and smaller scale vessels. – Floating pontoons are the preferred infrastructure. – Placing one large and one smaller pontoon perpendicular to the shore and joined to the boardwalk by a gangway. (The submission details the preferred location of these). – Protection be considered for the edge of the concrete boardwalk.
Submission 2a and 2b: Lake Burley Griffin Guardians Incorporated	<ul style="list-style-type: none"> – Two submissions were received. The first following an onsite consultation in July, focuses on issues relating to the boardwalk and notes: <ul style="list-style-type: none"> » There is a need to clarify some of the definitional matters relating to the boundary of the lake, given the water comes in 2 meters under the boardwalk, and this may have potential implications for Commonwealth Heritage Listing. » Current proposals are inconsistent with the Heritage Management Plan. » The creation of water infrastructure may trigger the need for EPBC referral. » There is not sufficient consideration of natural environment impacts in the current proposals, and these will need to be addressed. » The boardwalk has too many lighting fixtures, and this is visually intrusive. » Safety concerns regarding water quality at the City Beach, given the area's proximity to a stormwater outlet. » Notes the dominance of hard surfaces along the boardwalk and that a 35-meter-wide park will be sandwiched between a hard



Submission	Insights
	<p>boardwalk and a paved road corridor adjacent to the development area.</p> <ul style="list-style-type: none"> » Concern about the capacity to ensure safe and adequate separation of vehicles, cyclists and pedestrians within these corridors. <ul style="list-style-type: none"> – The second submission received in December 2022 notes: <ul style="list-style-type: none"> » Opposition to park proposal and estate redevelopment. » Concern about the lack of detailed information (including the business case) to make a fully informed assessment of the proposal. » That as it stands, the redevelopment is not compatible with the Griffin vision of a lake surrounded by expansive natural open space. – Key matters related to the park within the submission include: <ul style="list-style-type: none"> » Overall loss of public space in proximity to the busy city centre. » The waterfront park is too narrow and suggests it be expanded beyond the NCA’s minimum 50 requirements. » The inclusion of a road within the waterfront park further reduces available park space. » The park is “overcrowded” with too much packed into it. » Token Indigenous theming is based on narrow consultation with First Nations stakeholders and prepared by a Sydney-based consultancy. » Usage conflict between the park as a significant event space and the immediately adjacent residential development. » The estate development creates a barrier between surrounding areas and the waterfront. » The lengthy delivery timeframe for the park.
Submission 3: Pedal Power ACT Advocacy Group	<ul style="list-style-type: none"> – Pedal Power looks forward to seeing separated bicycle routes as envisaged in the documentation and notes these need to be consistent with TCCS standards and informed by the Active Travel Practitioner Tool maps. They also state that cycling is growing in popularity, and plans need to accommodate growth. – Other comments include: <ul style="list-style-type: none"> » It is good that a separate bicycle route is being created clear of the estate development area. As a principle route for high-speed commuter cycling, this route should be ideally 5.00 meters wide and at minimum 4.00 meters as per TCCS Guide MIS05 for ‘bicycle-only paths’ suitable for two-way traffic. » Bicycle parking facilities will be important. It would be good to see greater detail on these in future plans.

Submission	Insights
	<ul style="list-style-type: none"> » The path from the new city beach to the National Museum needs to be formalised. » In the documentation, there is slippage in the use of the terms “paths” and “lanes”. This language needs to be more consistent and follow TCCS definitions.
<p>Submission 4: Resident of New Acton</p>	<ul style="list-style-type: none"> – In the submission, the correspondent notes their disappointment with the status of plans after 15 years of consultation, noting the community is still being presented with the following: <ul style="list-style-type: none"> » Lake infill » A narrow strip of park » A concrete promenade that presents a hard edge to the lake. – They also express concern about costs, timeframes for delivery and a considerable amount of engineering that is yet to occur. They also suggest consideration be given to the following improvements: <ul style="list-style-type: none"> » a Women’s Art Walk. » Drop off, access and parking for the large numbers of school children who will visit the park to learn more about Ngunnawal culture. » Extend the park beyond the 55 m minimum to 80 metres. » Ensure design quality and thematic integrity. » Plant trees closer to the promenade and utilise running water to cool this hard area. » Think more about shelter from winter winds. » Construct a proper ferry wharf. The proposed landing places are too small and too shallow to work. » Address a number of safety and amenity concerns, including: <ul style="list-style-type: none"> » Depth markers in the lake. – Pandemic safety makes it attractive and safe to be outdoors by allowing for greater separation between groups and encouraging outdoor working with wi-fi. – Prohibit bikes and e-scooters from the waterfront promenade. – Limit alcohol sales and consumption in the public realm. – Provide a fenced-off dog area. – Improve linkages along the western edge of the basin around the National Museum. This includes expanding upon the proposed 10 metre provision for public waterfront access.

Submission	Insights
	<ul style="list-style-type: none"> – Create a specialised night market that is family friendly. Don't just rely on food trucks or another evening drinking and dining precinct in the adjacent development. – Avoid noisy night-time concerts. – More needs to be done to address how up to 10,000 people will access events in the precinct. – Car parking will be key for people from outer Canberra who wish to access the park. – Expand on active play and create several playgrounds.

The detailed long form submissions can be found in [Appendix 6](#).

Email submissions

Table 14. Email submissions insights

Submission	Insights
Email 1	<ul style="list-style-type: none"> – This email was from a participant in the government workshops. Comments relevant to the park have been included in the summary of the government workshop outcomes.
Emails 2 and 3	<ul style="list-style-type: none"> – Two emails requested that the area on the western side of the basin be preserved from future redevelopment. They noted that this area formed an extension of the green waterfront and had established trees that: <ul style="list-style-type: none"> » Provided shade » Formed important wildlife habitat » Protected the basin from road noise – One email correspondent also suggested a music performance facility be considered for the new development.
Emails 4 and 5	<ul style="list-style-type: none"> – These two emails commented on the provision of facilities at the beach and along the boardwalk, noting more needed to be done in terms of providing shade, seating, water bubblers and rubbish bins.
Email 6	<ul style="list-style-type: none"> – This email expressed concerns that little is being done to separate cyclist, pedestrian, and vehicular traffic. The correspondent noted that there is a significant number of cyclists using the boardwalk, and this is not a good outcome for pedestrians. They suggest that signage be put in place to discourage cyclists from using the boardwalk and that better signage and linkages to actual cycling routes be provided.



Submission	Insights
	<ul style="list-style-type: none"> – They also note that they are disappointed with the amount of canopy cover being proposed. They requested that a clear working definition of canopy cover be provided, and it has been provided and concern that new trees will take a long time to grow.
Email 7	<ul style="list-style-type: none"> – The correspondent noted a discrepancy in the imagery provided and the present reality of the concrete boardwalk. They felt overall, the design concepts had too many hard surfaces and that there needed to be more planting and vegetation to soften the area and reduce the heat island effect. – They noted not enough has been done to plant for wildlife, particularly moths, butterflies, and other insects for which the basin is an important habitat. – They also noted that excessive lighting was not compatible with maintaining habitat for wildlife. – They felt the park was designed around the development and not focused on responding to the community's needs. They also requested the following: <ul style="list-style-type: none"> » Large existing trees throughout the proposed park and development area be retained. » Greater prominence be given to connecting the waterfront via the existing walkway bridge. » Car parking be provided as Canberrans from the outer suburbs will need to use cars to access the park.
Emails 8 and 9	<ul style="list-style-type: none"> – These emails looked at the parkland in the context of the overall redevelopment of the waterfront. They were firmly opposed to the existing plans, which they saw as being driven by development outcomes at the expense of community outcomes. They noted that high-density residential development should not be part of the park proposal and is inconsistent with the Griffin vision for the lake and inner Canberra. – Email 8 requests that the proposal be fully rethought with the waterfront retained as an expansive greenbelt and expanded beyond the proposed 45 metres width. They express concerns that the estate development will block sunlight to the waterfront and reduce access from surrounding areas. – Email 9 notes that with the construction of the boardwalk, the form of the lake and basin has been destroyed. They state that the waterfront park proposal is a “playground with too much concrete” and is not responsive to community needs, and fails to meet sustainability goals. They believe the park as proposed will be used predominantly by new residents of the development and that the proposal as it stands does not serve the



Submission	Insights
	<p>community and destroys the heritage of the lake. The proposal and adjacent development need to be rethought with a much greater focus on the following:</p> <ul style="list-style-type: none"> » Preservation of views to and from the lake. » Connecting the area to public transport networks so it isn't just used by a small group of local people. » Creating outdoor venues for live events, eating, sports, and other activities would deliver a community place and foreshore for the people.
Email 10	<ul style="list-style-type: none"> – This short submission from a commercial ferry operator supports the provision of vessel facilities and is keen to ensure these are delivered. They note the boating community will be major users of the park and facilities, and the presence of watercraft will add to the attraction of the park. The design and construction of landing facilities at Acton should learn lessons from the Kingston Foreshore development. They support the views the ACT Traditional Boat Squadron put forward but note a preference not to have pontoons directly perpendicular to the boardwalk based on 15 years of experience operating ferries in the West Basin and out of the old Acton Wharf.

Detailed emailed submissions can be found in [Appendix 7](#).



Survey findings

A total of 36 people participated in the online survey on YourSay. The following demographic and summary information formed part of the survey:

- 56% are residents of the Inner North, 17% are residents of Inner South, and 11% are residents of Belconnen.
- 34% of respondents aged 35-44, 17% aged 55-64 and 14% aged 25-44.
- 66% identified as male and 34% as female.
- 69% were new to the consultation process.
- Over 70% were frequent users of the waterfront area. Of this cohort, 72% used the waterfront for active purposes (running, exercise or cycling), and 22% used the area for rest and relaxation.

In terms of reflecting the stated themes from the previous consultation:

- 58% of people felt the current design did this well or very well.
- 26% were neutral.
- 15% felt the current designs did not do this well or not at all well.

Survey priority findings

Weighted and ordered priorities from the survey for staging were (with a lower number indicating the highest priority):

- Community park: 2.78
- Playspace: 3.08
- Plaza: 3.17
- Terraces: 3.61
- Arrival: 4.13
- Lake structures: 4.13

A total of 95% of respondents supported the provision of gender-neutral toilets.

Insights on park designs

Respondents provided insights into areas of the park designs, including what they liked and didn't like about the park designs. Six out of the 29 respondents to this question noted that there wasn't anything, in particular, they disliked about the proposed design.



Table 15. Insights on survey respondent views on park designs

Themes	Insights
Things people liked about the park designs	<ul style="list-style-type: none"> – First Nations recognition and integration of Ngunnawal culture. – Integration with surrounding areas. – Variety and diversity of spaces, uses, and activities in one location. – Proximity to cafes and dining. – Separation of cyclists. – Nature based play and water play. – Lake structures will promote water access and water activities. – Community focus within a green space. – Beauty, quality, and innovation of design.
Things people disliked about the proposal	<ul style="list-style-type: none"> – Narrowness of the park – make it wider and bigger. – Extent and scale of proposed adjacent development. – Too much activity packed into a small area. – Design is over-elaborate. – Long timeframe for delivery. – Expense of creating the park. – Concerns about the safety of children in proximity to water. – No separation of bicycle traffic. – Lack of connections – walking, cycling and public transport. – More work needs to be done on integrating the precinct into the surrounding networks. – Not enough car parking. – Too much car parking - promote active transport. – It seems over-commercialised. – Not enough quiet spaces; there is too much focus and activation and children. – Places for informal recreation, i.e. just kicking a ball around. – Not a skate friendly place. – Amount of hard surfaces.

Themes	Insights
Other comments identified through the survey	<ul style="list-style-type: none"> – Ensure good amenities and facilities: – Bins, toilets, water. – Shelter, shade trees and weather protection. – BBQs picnic areas. – More shade and trees (use deciduous trees and bring trees down closer to the lake's edge). – Character: – Expand the park beyond its current size. – Bring in more planting. – Reduce the amount of hard surfaces. – Create dedicated quiet areas for being in nature, meditation and contemplation. – Activities: – Do more to promote water-based recreation in the Basin — marker buoys for swimming, triathlon access to the beach, and boat and kayak storage. – Recreation for teenagers and young adults — skate park, volleyball and basketball hoops. – Dog park. – Access: – Better integration with the broader bike network Henry Roland's Park and Acton peninsula. – Make sure there is enough car parking. – Facilitate better pedestrian access across the surrounding busy roads. – Other: – Keep the whole area for park and community use. – Timeframe for delivery is too long.

Detailed survey findings can be found in [Appendix 5](#).

Next steps

Feedback from consultations has been instrumental in informing concepts for the park and refining the design. The following table shows how the eventual design responds to some key feedback provided.

Table 16. Next steps

Comment	Response
A park that honours Ngunnawal culture / Culture, community and Traditional Custodians	
Recognise and acknowledge Ngunnawal culture and heritage	We will collaborate with Traditional Custodians to create integrated artwork, native landscaping, and educational play spaces throughout the estate and the park.
A park that is easy to get to and is connected to its surroundings / A park that is accessible, safe and inclusive	
Genuine inclusion and accessibility across all	The precinct has been subject to DDA reviews to ensure high-quality accessibility across the whole site. We will sustain this approach throughout the project.
Potential for pedestrian and cyclist conflict and a desire to see the separation of cycling and e-scooters from pedestrian areas.	In response to this feedback, we have widened the proposed shared path in the park from 3.5m to 4m along the adjacent road, enhancing the principal shared path in this area. The detailed design phase for the estate will include further work on active travel networks, wayfinding and signage.
Ensure good pedestrian access from Civic and surrounding areas.	Planned. Connectivity is a founding design principle for the Acton Waterfront. Connections to the park and the future estate development have been tested, and provision is made for active transport, pedestrian and cyclist loops.
Concerns about the safety of crossings on the road between the park and the estate.	Multiple traffic control methods will be adopted to ensure pedestrian safety in this area, such as traffic-calming pinch-points and varied paving to slow down vehicle speed around pedestrian crossings and shared zones.
Ensure ample provision of affordable longer stay car parking to support access for those who do not have convenient public transport.	As the park is delivered parking will be reviewed as part of other major infrastructure projects in the area. Parking will be included within the future Estate Development site.



Green and Sustainable / Sustainability, climate cooling and net zero

Reduce the amount of hard surfaces and hard stand areas by including more trees and planting for shade, cooling and supporting wildlife.

Planned. The current park design comprises:

- 87% permeable surfaces, including Temperate Native Grassland, Mass Planting, Lawn and Deco granite for a pop-up event venue.
- 31% Canopy, including Tree Canopy, Building and Shade Structure Canopies.

This feedback has also been noted for the next phase of estate planning.

Ensuring safety of the park at night, balanced with the impact of lighting on wildlife.

Planned. All major paths are to be illuminated with standard lighting. Spaces throughout the park will create an urban woodland and potential small animal habitat where minimum lighting occurs.

A park that supports a wide range of activities

The extent and diversity of activities offered within the park and the potential for over-activation.

The Acton Waterfront precinct aspires to provide more event and recreation opportunities for the precinct. The ratio of designated function areas, flexible event space and passive recreational areas will ensure the overall site can readily accommodate multiple activities and user groups simultaneously.

Introduce facilities to provide weather protection in summer and winter.

Temporary shade cover will be provided until significant canopy coverage is achieved. There are two major permanent shade structures planned for the park:

- Arrival Pavilion 1: enclosed / under-roof dining spaces and weather-proof roof seating spaces.
- Playspace pavilion 2: A semi-enclosed changing room and weather-proof roof seating spaces.

This feedback has also been noted for the next phase of estate planning.

The Authority will submit documentation reflecting the final design to support a works approval from the National Capital Authority later in 2023.

The Authority would like to thank all participants who took the time to provide their thoughtful feedback on the proposed park design.





Attachment

Acton Waterfront Park Design Phase 1 and 2 Appendices:

Phase 1 engagement

- Appendix 1 – Mailout content
- Appendix 2 – All comments from YourSay page
- Appendix 3 – Additional submissions and comments received from Phase 1
- Appendix 4 – Visual notes from workshop sessions

Phase 2 engagement

- Appendix 5 – YourSay survey results
- Appendix 6 – Longer-form submissions
 - Submission 1 – Traditional Boat Squadron of Australia
 - Submission 2 – Lake Burley Griffin Guardians
 - Submission 3 – Pedal Power
 - Submission 4 – Resident of New Acton
- Appendix 7 – Email submissions



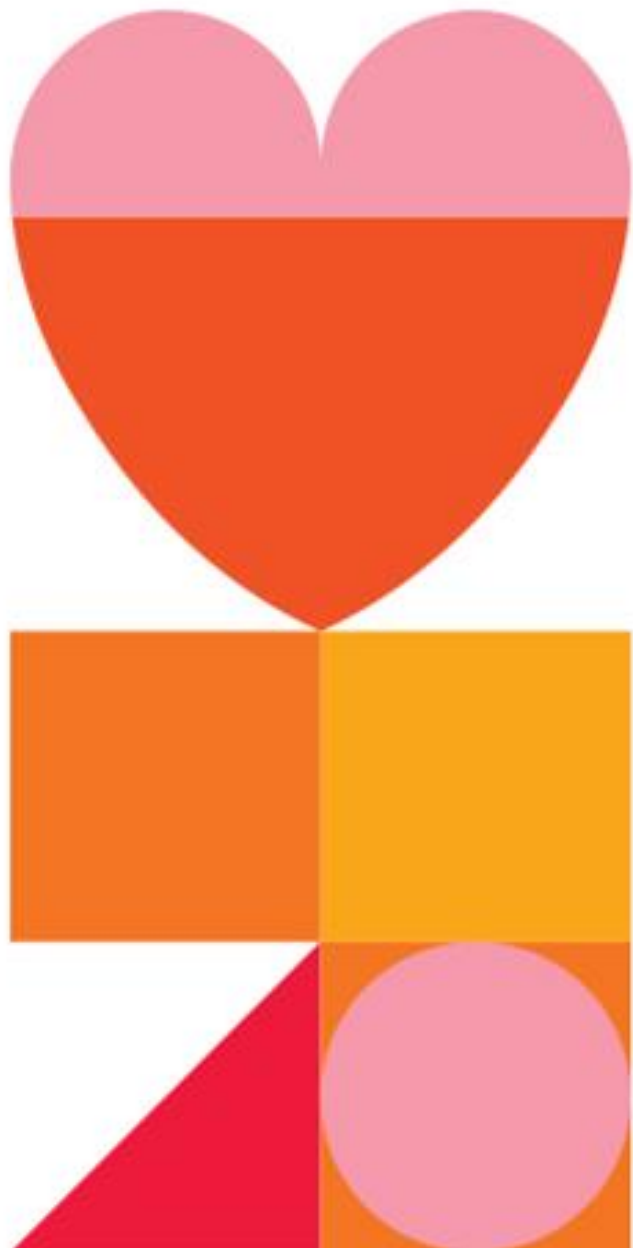


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Attachment

Acton Waterfront Park Design Phase 1 and 2 Appendices



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Phase 1 engagement

Appendix 1 – Mailout content



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YOUR

SAY

ACTON WATERFRONT PARK DESIGN

The City Renewal Authority is working closely with the community and stakeholders to transform the Acton Waterfront into a place for all Canberrans to enjoy. This means more open spaces, improved connections with the city centre, better access for water activities, and a celebration of the site's history and national significance. Importantly, all initiatives have at their core respect for the lake and the lakeshore landscape.





In order to create a usable and inviting space that will benefit the whole community and meet the vision, we welcome your say to help shape and refine the design.

To provide your feedback and ideas, please visit the YourSay website or contact the City Renewal Authority via cityrenewal@act.gov.au.

YOUR

SAY

If you would like to know more about the proposal please scan the QR Code.





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Appendix 2 – All comments from YourSay page

I sort of feel like somewhere a little bit further along the lakefront would be a cute little place for a small public library (with an interior like Adelaide's famous one), or a lounge or something where you can spend a lot of time looking at the view, especially in the evening or night.

Even something both indoor/outdoor, maybe like an ancient Hellenic stepped amphitheatre (a proper one) where there can be frequent shows/performance or even just a picnic location with some amenities; year-round protection from elements.

If anything at all (on land which is underutilised) it should have strong non-car AAA connections.

Maybe Canberra could be a little bit ahead in terms of growing both native Australian food (cultivation, as had happened to modern worldwide foods from the Old World) and doing it in a sustainable way which goes by the Dutch motto of innovation (twice as much for half the cost/resources) via greenhouses.

The ACT doesn't have very much land (about as much as Luxembourg), but it isn't treated with any cleverness [something like Georgism?].

The proactive innovative policies which bring us above the world-class standard and onto the bleeding edge are opportunities; all the institutions here can be of assistance (like the commission model [another chamber]) for this very purpose in every field put together based on ethics.

<https://www.theguardian.com/australia-news/2020/nov/10/australian-researchers-find-native-grasses-could-be-grown-for-human-consumption>

Although Mulligan's Flat makes its location interesting (this is a special park), the template design of the suburb is so awful, with wide overexposed streets on which grey large-single-storey large- driveway sardine-packed houses fill in inefficiently and without any valuable greenspace (backyards) and few local amenities or enclosure to protect from the elements while trees are yet to grow or non- existent.

It is an extremely unpleasant environment to stay outside (anyone would want to stay inside forever, not interact with the community); even though the gum-treed park is nice you don't want to stay there long because it's exposed, asphalted, and right next to a very noisy arterial.

It is unfortunately very typical of Canberra, and a result of reactionary evolutions within an uninspired limited regulation base which is neither truly suburban nor leafy suburban, and like highways through cities as streets, tries to act as two opposing things whilst removing both sides of benefits.

Here there is an interesting little bit of medium-density, which is part of the theme of central Gungahlin (though it is limited).

It works quite well all the from here to the centre, including in areas where there are narrow lanes and mature gum trees with enclosure. There are also a few shops along this stretch, although it's not enough to create a vibrant patch of life nor connected enough to the rest of the greater suburb (too car-dependent).

The view from the opposite side of Gungahlin Pond is also quite nice, with some waterside trees and birds; there are a few lonely oddly-places small seats; you can see the city from a distance, it feels, and in Nicholls there are a number of quirky houses which make it more interesting.

Palmerston also has some old-fashioned-style-filigree terraces and some mid-density A-frames too.

A lot of suburbs have green spines, but they are underutilised and not useful enough for kids going to school or more destinations, though lots of potential.

The little park here has some interesting features, including a little rock cascade; it also has a lot of trees including she-oaks and some exotics which shine in the afternoon glow.

Sometimes though, in the area by the city waterfront it can feel a little bit dystopian and dirty, so there are a few things to avoid in that are, although it is slightly improving.

Here there is an interesting form of the shore around Sullivan's Creek.

Although it is very bland, it has a good empty template for extra details and amenities; it also has layers so that you can see the whole thing in three-dimensions and see a dramatic Black Mountain rising above the visible gum trees and she-oaks.

The Asian/Chinese centre near here too also is interesting architecturally. Speaking of that, rice terraces are a sort of cultivation of the land which sculpts them in a stepped form; these could be designed like a theatre of amphitheatre with various access points and seating, kiosks, etc.

The main bridge near Kambri also offers an interesting perspective along the more-populated end of the creek, with some animals in the creek where there are some cascades.

A bit further up again is a pond.

Trees can be on many layers too; there can be tall vertical evergreen trees, and shorter but branching canopy trees, and small horticulture ones, then small decorations and bushes

The enclosure provided by these plane trees is quite interesting, and these are some of the few city streets in Canberra which actually have a continuous urban forest canopy (Canberra is supposed to have a leafy character, but this association is exlufified towards wealthy old suburbs, which is common in many cities).

Melbourne has more continuous street trees within its CBD, but it struggles elsewhere, with so much sprawl.

There are many cities in Europe (though often not the famous ones) which have continuous street tree canopies throughout the entire cities, so that the whole city and its suburbs are very leafy green; in some of the major cities like Paris they have a few major streets with a canopy, and plans to extend that; Dutch cities tend to have more street trees, and they line canals everywhere.

I think some of the parklet pockets could take inspiration from Japanese moss gardens (or rock gardens); the attention to detail, flowing landscaping, symbolic decoration, effective entrancing, and notable imperfections with attention to other concepts of breathing space and forest bathing.

Some of the parks in Canberra do seem to do this, as well as with native manicured gardens/bushgardens; but many parks are too open and lend themselves to only small parts of interest or protection, or with paths which are too indirect and require traversing moats of exposed lawn.

Some time will need to taken for the important trees to grow, but there are some interim measures which can make the location bearable beforehand, so that the trees simply improve the area and don't act as the sole thing making the area habitable.

A lot of people have mentioned Brisbane's river, and indeed, it does a lot of things without trees but rather small landscaping & arbours which enclose, & many amenities.

This will probably be one of the best viewing points, where you get to see (as it loops) a view of all the major monuments, Black Mountain and its distinctly-figured tower, and the activity of West Basin and Civic centre.

So seating and shade facilities could probably be improved and extended, maybe with a bit more interplay with water (canals and boardwalks), and a continuous wide (segregated) promenade along the entire basin and to all relevant destinations.

Also, all developments in the area are so perfectly positioned that there could be almost no catering to cars (instead using all other modes of transport, and carsharing).

This would free up a lot of easily walkable/cycleable locations of cars (the infrastructure has to be safe).

Induced demand for rail is also opposite in impact to cars (where cars' service gets worse, public transport necessitates getting better with increased ridership; people associate it with poor quality because it's neglected & never has a chance).

One of the most prominent buildings of Canberra, very-well framed; it is in a modern rendition of stripped Classical ('stripped-stripped' maybe) which is symbolic of the capital's democracy (and the old parliament; the reference is towards the western Hellenic origins of modern democracy, and the grandeur of state buildings, of great interest to architects in the modern era). The flying columns under flat roof; Chifley Library does it with windows.

Fulfilling the 20-year-old plans of Parliament Triangle would be helpful though, and it would make it more connected (& so that carparks no longer outnumber buildings), as well as possibly creating both a visual and multi-transport corridor to other major places, even a ferry, or having the main promenade more like a continuation of life emanating from West Basin, across Commonwealth Bridge (some bridges have this market value, medieval ones had buildings on them).

It would be a great boon for Canberra to have such a large active waterfront

Since you can see the very referential flagpole from a distance (which looks quite good), maybe it could just be lightly decorated (filled in, just to infer bulk but of a cheap fabric) just to be a tiny bit more interesting to see?

It would alter the current look of the whole city, but it's still a relatively minor adjustment, and could just be used for certain occasions; the symbolism of it is just to put the people's ziggurat back in its place, as a location which symbolises where the people sit [above the government].

It could be very basic, or colourful, dull, or lit up with beam lights (Enlighten from the inside?).

Civic Hill will also need to be redone so that it's actually useful (where town-hall was supposed to be, but probably just as a park), and it desperately needs traffic calming (even tactical urbanism while London Circuit is being raised); because the road width defeats the look & function of the place and should instead make the whole circle public space from top-to-e

Filling in car-parks with more useful thing is good policy; amongst the grander scheme of getting away from car-dependency and massive subsidisation (the answer is always trains, by the way; here was supposed to be where the grand railway station was; I would really like for some of those designs to be revisited, they were just so practical [and for aesthetically distinctive reasons] their architecture in Revival of some form).

There were also supposed to be markets of some sort (probably), and that big bridge-intersection looks like a public square awaiting urban renewal!

There may be a pedestrian-cycling bridge to Acton Peninsula from here, and this little knee could be activated too in some way, connecting to the Parliamentary Triangle & Lennox/Nara gardens.

It is even more random, but the approach could possibly take inspiration from how thresholds (gateways) are used symbolically, such as in films (notably, ones which give off a magical, awe- inspiring feel, such as Spirited Away, where the characters enter a beautiful landscape with chalky buildings, but the barrier created is a big waterway, which makes the unknown a distant wonder, or the signals of going back home).

I also wonder what sort of modern innovations (many come from Australia) could be used here; you hear of the quirky ones, like mushroom bricks, but some other things which have existed a long time and would help to be done early-on are things like smart lights (automatic dimming lamps); nowadays, you can get these in your home!

Hexagons?

I don't know much, but nature likes them, and they like pretty and sciencey (such technical terms!), or maybe those are just patterns, like the golden ratio, etc.

Some of the old schoolhouses and accommodation are quite nice, and also the trees as usual; even the nuclear research tower thing is interesting (though less aesthetically attractive; the lesser Carillon on a bad hair-day?).

Hmm, things can seem to be quite slow; like the reconfiguration of Barry Drive which will happen eventually, or many lost artefacts of priority infrastructure from 17 years ago, or the promised national opera on Anzac Parade from a century ago.

I think one thing to be said about the Botanic Gardens is that it is good, and nice with many trees, but you often want to just stay in the gully and not go anywhere else, or you feel you're moving too fast maybe not a joint issue); so that could mean seating and shade more punctuated, but trees & birds are good on their own too.

A missing link somewhere.

Just a tiny note on Culdesac Tempe, which is a little development in the desert in the United States, a country a little bit like us in terms of urban design troubles.

That development is completely car free, and it is on a light-rail line to do it.

Another note is Nightingale, which uses a form of German-style tenant-driven design for cohousing, also usually on rail lines; they had to fight for a few years to be granted an exception to mandatory parking requirements on quite reasonable terms.

It is also just fun to look at all sorts of architecture, including across Australia, like little odd-bod cottages, some architecture-designed rural eco-designs attempting to blend into the mashed rocks of a hillside with scraggly sclerophyll woodland, or some of the famous or historic ones littered everywhere, even some new avant-garde ones like ARM's Storey Hall in Melbourne or station entrance in Adelaide, new ACT offices by another firm I can't remember, and Griffin remnants in Melb

I can imagine that the tram/light-rail stations are a little bit inspired by the famous Metropolitan stations designed by Hector Guimard across Paris.

Indeed, Canberra can be inspired by numerous famously grand and beautiful capitals, including Paris, Vienna, Brussels, and more; it is this standard which we should compare ourselves (we have a little bit to go!).

Another rather unknown Balkan example just because is Lake Palic in Subotica, Serbia; the city is known for its near-infestational abundance of street trees -- everywhere -- and for its wonderful and quaint architecture.

Of course, I could try to list every nice little coastal niche across the world (it would never end...almost), but some are more relevant than others when just having a little jolly at the examples to take a little bit of understanding from -- that seems to be how a lot of art happens, or almost any knowledge/experience exercise, building on something else, many times over.

Always redrawn back to Griffin's;

Sorry for the absolute bombardment -- if at least one thing (like suggesting the inclusion of a single tile containing a depiction of a purple-green frog on it where some people can find it if they look for it) is at least a fraction helpful, then I'd be surprised!

And a lot is not very relevant or in the scope of what is actually being done here, so I got quite a bit carried away...

All I can say is Australia has the most opportunity of any country, and if Canberra can be a shining beacon of some sort (urban design in this case) then a lot of people will be smiling smugly (including the green-purple frog)

Perhaps there can be a bit of simulated movement, such as through flourished light shows or colour e-ink displays.

Lamps could have covers like totem poles, with unique or characterful designs, other mosaics in wood and tiles.

In many areas, Canberra compares and has aspirations towards what it considers to be world-best high quality design, yet in many area it seems that even core strategies are absent and leave us lagging at the back of the developed world.

Some other examples for other things maybe for the new development:

Due to its proximity to the water, it could be like Canberra's 'Salamanca' or semi-Circular Quay. High density but mid-rise human scale can be demonstrated through stringent regulations in some areas for innovation, and a high priority for taking overseas input on oversights at human values. Some things could be examples like Copenhagen's famous waterhouses, or Bergen's port. Some of our median strips are wide enough for Honfleur-houses

Old England in Belgium.

Unexpectedly, professions which are related to placemaking and architecture in urban design are more solidly in the arts.

Apart from artisans of the olden-days working with more artistic architects, today we have artists who aren't architects who study such things specifically for worldbuilding and for making it a fun and believable experience.

These range (and many interconnectedly cooperating) from artists (who also make standard artistic impressions for architect firms) who want to visualise concepts; storytellers and authors who write about these things, sometimes in detail in relation to subject cultures as well as brainstorming all the various interpretations or connections for things; filmmakers and storyboarders who have to work with many elements including visuals and sounds as well as writing; and interactive forms of storytelling such as game designers who need to understand psychologically how to progress things and make areas intuitive with the worldbuilding aspect and fun.

Possibly the basin could be like a cloister (or Amphitheatre), with the walkway having many many layers for different purposes.

In some cases, it could be like a connected monastery complex in that vein, or an arcade full of odd- shops with varying views of the lake, like a village

Fenghuang is a rustic example of interactions with water, and it can be quite unique (though crowded with tourists!) with the various rickety walks and laneways decorated with many different things, including lanterns, and different coverings over different areas.

Of course there would have to be minimum standards to ensure full accessibility, but some of the quirky parts which don't impinge on that could be built on.

Australia has winged phasmids which also pose interesting architectural questions, and it also reminds us of the innumerable amount of resources of which Australia has had nigh forever.

You could imagine wings as a bit of gateways like on Cmnwlth Av its pillars are mark.

Here there is a grove of tall gum trees; lines like this could be a good backingtrack for vertical volume. They are also used to border Barry Drive (which desperately needs traffic calming), along with argyle apples (which look magical at all times of day).

There are lots of little examples of gardens within the ANU, and you can find these all around Canberra, though there are far too few of them.

There are a lot of nature strips (setbacks from wide roads which encourage speeding), but not enough public squares, too many land-wasteful practices in residential areas too which take away from private backyards.

A lot is driveways for cars which spend 95% of their time parked.

Front yards also have no impact on activity, and are usually never utilised; in places with similar suburbs to Australia (like Denmark) these are instead thick hedges along narrow residential roads which are appropriate (and would make sense in a sunburnt land like us, without much shade and not enough trees).

In Reykjavik, there are streets which are decorated with lines which you follow, like rainbows, or other cultural inferences.

In some ways, parts of the street become playspaces like in primary school courts, with hopscotch and children's drawings in chalk.

This could be possible here too, so that when children finish playing in one specific area, they can follow various lines like ribbons to other destinations where they can learn things or experience the nature.

Perhaps this could also be part of the involvement of Aboriginal peoples, such as songlines and traderoutes which crossed the vast expanses of the Land.

In many woodlands around Canberra, you have mixtures of silvery ironbarks and brown-cream stringybarks, with fields of flowers in the understorey, like Canberra Bluebells (floral emblem), and these are gorgeous; ~Heidelberg impressionist



By the ArtGallery there is a pleasant she-oak woodland; a lot of open space can be utilised so they aren't just seen in brief glimpses.

I sort of imagine a bit of Canberra's style to be the bubbly mid-20th-century futurism (probably due to being built around that time and housing many national scientific institutions).

From the turn-of-the-century innovations in construction and globalisation where form and function could be an in absolute harmony along with architects and artisans (until modernism quickly took off), where such things could be demonstrated in world exhibitions (such as Paris, with the Eiffel Tower, and culture-in-architecture lining the Seine in temporary structures, massive greenhouses and manufacturing).

There is also a sense of modern futurism, where there are many innovations in sustainable architecture, timber towers (in Europe, coming to Australia now), the avant-garde.

There could be a bit of glassworking, with colour and crystalline structures (on Perth's waterfront there's an icecream kiosk), and the way this all interacts with the creative experience.

Every inch can be care, like Horta's.

Greenway has a very interesting waterfront, and it is situated in a dramatic landscape close to the Brindabellas, and right by misty valleys and grassy hills.

Tuggeranong's waterfront is very minute, but it has a boardwalk and a little inlet which allows you to get a good view of the character buildings (such as the library most prominently) which are in a form of stripped arts-&-crafts style, which is the main red theme of Greenway, which attempts to mimic perhaps some of the charm of country towns in Australia.

It would be more self-supporting with more density.

There are plenty of charming country towns across the country, and their organic centres sprung up (after annexation) to create those interesting environments, which in some cases have grown into major cities like Melbourne (where some old remnants remain conspicuously).

Many exhibit verandahs (Morpeth, Ipswich), wealth (Beechworth, Queenstown, Kalgoorlie), agrarianism (Richmond, Stanley, Franklin), niches (Kuranda, MIdu).

The modern sprawl which exists across Australia as virtually the same cookie-cutter (not just in houses) developments are highly impractical, being expensive (housing crisis, resources, services), exclusionary, car-dependent (isolating), heat-islands (poor efficiency & resilience), and poor places to live in with a lot of arbitrary regulations which create wasteland environments and not enough in terms of actual quality.

Hopefully this will change with the change of the ACT's planning system to be 'outcome-based', and maybe less obstructed by bureaucracy and instead based on world-class urban design and our values.

Austria is a good example of density transition (natural order); WBGriffin.

Zoning can be a problem where Australia is on one extremity of the spectrum, Japan is on another where you would expect it to be disorderly (inclusive zoning), but it's more practical and surprisingly its modernism actually achieves more character than ours.

Fremantle & Subiaco have street ratios.

Kingston and Manuka are interesting. They are some of the earliest suburbs in Canberra, and generally have a higher content of medium-density buildings, as well as historical-terrace Revival styles.

Kingston Foreshore is very new, and I think it was the idea of a prominent urban planner who didn't live to see it complete but set it on its way.

Around here there was supposed to be the metropolitan railway bridge (which was washed away) as well as where through-traffic would go to divert it around the city. Trams would also come here (now there is just Kingston Station to Bungendore).

The Kingston Arts Precinct will eventually be signed off, but in the meantime Kingsborough is here, which is a little enclave of human-scale urbanism (inspired by the industrial area) right next to a nice park as well as the lake.

Housing supply brings housing affordability, as housing is a human right; there should be up to 50% public housing instead of 4% but that is nationwide work to be done...

The war margin of the symbolic axes of Canberra needs a stronger counterbalance, and that may mean monuments to Peace.

There could be a current acknowledgement of the ongoing conflicts in the world, and celebrating the cultures who are subjugated and histories of peace and mateship.

Of course, we also need a significant commemoration of the Aboriginal warriors who were the only people who fought for this Land against foreign invaders (in addition to what we already have for World Wars of modern statehood), but it important for numerous purposes to more powerfully convene this with Peace.

The Museum has rebellious motifs commemorating the many genocides and massacres across Australia, as well as having it all tied in with our modern multiculturalism & humanity.

There could be monuments to all cultures represented (like the Székely Gate opposite, or Nara Peace Shrine), & other things which may give a bucolic feel which is found in surrounding villages to the centre of the city.

Different types of seating (i.e., heights, lengths, firmness, angles) for different people/uses, as many people cannot sit low or without help to stand again.

Along with this, lots of outdoor activities like dining, recreation, study, (things for children, or anyone, like fidgety things & puzzles), exhibits, musicmaking (and art), etc.

Also, the firmness of the overpass to New Acton is too narrow at the moment (which will change eventually), but there could be some widening in the meantime, as well as alternative modes and separation between fast and slow movement on overpasses, as well as slowing speeds and improving infrastructure so that simple mistakes do not mean the end for someone (especially children, who have little opportunity to be out and about independently to learn [of which mistakes do] and have fun).

Here is Swinger Hill, which was the NCDC's most successful experiment, yet hasn't been widely replicated (similar things are in Lyneham, Cook, and elsewhere). <http://www.canberrahouse.com.au/houses/swinger-hill.html>

They are significantly more liveable than modern urban-suburban (fringe) developments, whilst being cheaper. This is due to their more reasonable land-use (priorities, tradeoffs), whilst preserving a higher quality of green space and privacy, with a 'village-feel'.

They are also effective experiments of a more 'vernacular' style of building, where the buildings blend well with the hill they are on.

Again, one change would be the standard infrastructure (the roads), which would be better suited as home zones which encourage children to play in them and to show cars to be slow (narrow) and careful around the area. There is also filtered permeability, which is far better than wasteful and exclusive meandering cul-de-sacs (which with low-density use \$\$\$ resources/dwelling).

Note the way life is created, with an enclosed open space with compact interests of low floor-space and variations in individual ground shopfront presentation, variations in elevation for different perspectives where you can even sit and watch life.

Some of the new buildings are interesting, they block in the street to provide a comforting enclosure (which is aided by trees).

There are dark volumes with earthy highlights, which makes a neutral aspect which is more pleasing to look at than pure grey (which is not too common in nature), and it is broken up (as guidelines stipulate) in that way.

Setbacks (not from the street) above the street level also allows increased capacity without increasing enclosure beyond 1:1 (to be more claustrophobic), and useful mansard-style setbacks (which offer a change in tone for proportion) are also useful.



These are mixed use with street scenes (although minimal) taking on a style we now associate with Europe (because we banned street life in many ways, leading us to attribute by association; so it's not cultural).

There are personal preferences which can impact the overall style or look of facades, so variation is good, but some basic principles endear/humanise.

It is also with the holistic thread.

The Griffin gateways are continued in the NCA masterplan, which is good, as well as the rearranged commercial axis along Constitution Avenue.

Although, one problem with the gateways' effectiveness is that, while they fill in physical bulk to be visually present (the main point), they are not quite cohesively holistic as you might expect from a grand capital like Paris (which was built in 30 years according to one masterplan), which may continue a bit of human placelessness (although the landmarking is good).

This could be fairly easily fixed, rather than removing the towers' individualism (as New Acton works quite well), there could be small but consistent motifs, like crests to crown them off in a little attractive gesture to unify the whole unintrusively.

In some of the new buildings along Northbourne, there are also little artistic motifs, instead there would be a 'leitmotif'.

Some of the fronts in Campbell are a little harsh sharp concrete.

An array or feature of plants for every season/month or symbolic significance?

There could be wattles which blossom gold, other blossoms of other colours which may be native (flame, cedar) or exotic (prunus, jacaranda).

And along with these, mixtures of lines and pots of plants which are features either for flowering or other growths.

There are also many things which they could be symbolic of, including traditional reasons, educational purposes, and signifying unity between the immense biodiversity of the continent.

Native woods could also be used, but they would have to be plantation timbers, because sustainable certification is not certifiable for native logging in many parts of Australia (as the only developed country which is a deforestation hotspot).

Luckily the unsustainable clearing practices are being phased out in WA and VIC, hopefully with similar measures to protect rainforests & endangered endemic species in TAS, QLD, and NSW.

Some way to encourage frequent live music performances and busking?

It could help to make this place a constantly lively and attractive place, and the type of music played could be tempered depending on the time of day or various celebrations.

Especially if we embrace our Australianess, like Wattle Day (which may be more relevant to us as a multicultural nation, rather than having very few public holidays which are mainly Christian-focussed). Of course, we'd celebrate every culture, but it could be special to encourage innovation in the realm of inspiring based on what has been here for millennia and billions of years.

Also, old Stavanger and old Antalya is just another note, as well as dacha communities, art nouveau, Adirondack, etc.

Perhaps some arcades could be along sunnier parts of the area, or like espalier corridors (a little on is in Kingston).

Verandahs are a common feature across older architecture in Australia (and other places), though the specific filigree may be seen as a colonial adaptation to the climate for the wealthy colonisers.

There are also colonnades which feature in similar hot-cold Mediterranean climates, like in Lisbon, and across the region, even along the river in Florence.

These could be decorated in Traditional ways, like folkloric storytelling, bark carvings, other interactions with natural forms. Involving ancient First Nations' knowledge & artistic flair (here and broadly) is a must.

Maybe glass sculptures, sails, etc.

It would always be an interesting experiment to venture into theoretical vernacular and critical regionalisms; a lot of things could be imagined from creative types, ground-up, how things are developed in communal villages, and the future form of the precinct.

Overview:

Short durations between things of interest is good for walkability (as well as good interconnections), walkers & cyclists are more ready to shop and browse areas compared to drivers; so economically you could have waterfront shops of very small scale for small businesses & services for everyone to utilise.

Consistency in wayfinding and local use, in colour and material (such as Perth/Freo or NL red asphalt for cycling so people don't get confused) as well as brickwork & plantings (perhaps less sheer concrete on some of the local parts).

Traffic calming (like narrowing roads optically or with footpath verges for better eyecontact negotiation), can be done with tactical urbanism, and education and cooperation with community. Reclaim the street splitting Acton Park and Commonwealth Park with direct connections. Etc.

Short durations between things of interest assists walkability; also being well-connected to surrounding areas without coming into conflict with motor vehicles.

There is an economic opportunity, as walkers and cyclists spend more often than drivers (even if volume per trip is slightly less), and they can more easily windowshop or browse shops.

In Commonwealth Park, around Floriade, there is a little network of lagoons and narrow channels of water (like canals); this can be an effective way to design streets too, as it naturally restricts the scale of movement within it, so that you can easily have filtered permeability (you can do this anywhere though).

Water can also be a friendly site, especially with birds.

Parks Way could be seen as the Canberra version of the Embarcadero of San Francisco (demolished), or the highway passing over Circular Quay in Sydney (probably demolished in the future).

It may be a very high-quality wide boulevard like what Paris wants around the Arc De Triomphe.

Oh, and I'll note that the library-area of the Tuggeranong foreshore is another interesting example. It has a style which can be called 'cohesive', a bit New Urbanist, because it sticks to a similar vein;

this can be done in a referential way, but it is interesting how the side profile can be an important part of character.

In many parts of Australia, we have verandahs and awnings which take about half the area of a footpath to shade it; wide footpaths are good, as well as trees, and road widths which psychologically inform speeds (as they do in the ANU).

On some of the Canberra promenades, there are also pockets which jut from the walk for people to view and sit.

Australia has a lot of inspiration to learn from, including from our Indigenous talent, and our floristic kingdoms which are so intrinsic.

It could be the pastel colours found in a gum tree's leaf or creamy bark, or one of our flowers' blistering hues and spectacular golden ratios and complementary & contrasting colours.

Eventually I hope we would be able to not hear the slowly-detrimental effects of car-traffic (which is what makes cities noisy), and instead just sit or walk along hearing nothing but water, birds, people and shops.

That is possible, especially for a smaller city like Canberra; but indeed we do need to counter sprawl and car-dependence in world-best ways.

Paris is working to do these very things, and often Europeans cities are far more forward-thinking than others, leading them to rank near the top of liveability and quality of design. Paris is learning from cities like Rotterdam, who were once car-infested but very effectively improved their safety and quality of life by not subsidising car-dependence; other infra helps cars very much.

Political will is often a factor, however, when action is taken, the brief opposition soon resides and popular support is won over, you just need to bite the bullet politically knowing this (economic and social benefits galore).
Canberra, innovation.

Just an idea from another part of the world, but since many people do worry about the natural look of the lake (some want it around the whole perimeter), it may be an interesting example from Bulgaria, the Varna waterfront, which is quite leafy, with parks, a beach, small shop stalls.

I think for some of the waterfront we just need to wait for the trees to grow, especially the large native ones, which will make the interface very elegant, especially if the architecture backdrop features enchanting designs (if there could be a pool of architectural facades in the future which are sensitive to vernacular, complementary, culture, etc).

The boardwalk at Kingston Foreshore is quite good, but these exist in other parts of Australia too, including Elizabeth Quay in Perth which is very good, and the two towers' lattice-module-style base is a bit reminiscent of the lower part of New Acton.

Native gardens are very good, especially if they are painted like art with good dashes of colour & soul.

The interface plan which the NCA has to create a sort of canal carriageway in between a useable area is a good idea; I think the end result however would be to be able to limit through traffic here in the first place though.

Urban 'stroads' are almost never a good idea, and the end goal for Canberra is to not have hyper car- dependent infrastructure criss-crossing the city and making it very difficult for anyone to do anything but drive. This is why drivers are happiest in NL.

Driving should be for those who need to drive at a time, or want to; on sprawl too, we should not have suburbs as an urban building block but rather as their natural evolution as attachments below the urban level. People will choose where they live if they have affordable choices, a lot of arbitrary restrictions which force one way or another don't help people's security or wellbeing.

By resolving the uniquely North-American-Australian biases in design, we can have more freedom of choice and accessibility.

Strong, easily accessible, and more connections to existing city areas

Trees/sound barrier to Parkes Way will make the waterfront park all that more pleasant

Here there are some narrow streets (a bit like central Perth, or southern Europe) with trees; these work very functionally in residential areas.

There are also some public squares. The whole thing provides enclosure; though backgarden space is often sacrificed for fully-paved white concrete for cars to use one-off each time you're forced to use one in order to leave.

Nearby are also some old-style modern weatherboard detached houses with Mount Majura to back them up.

At this point, Northbourne Avenue acts very much like a suburban stroad (a divider), when it should be willing to sacrifice a bit of car-centric speed-ensurance for safety-ensurance so that there are less total wearing-and-tearing vehicles, and speeding is discouraged cheaply in the long-term.

Further up it turns completely into the Federal Highway, where there are not even safe under/overpasses for the main ringroad.

Even though they're really small at the moment, I really appreciate the graceful pulchritude of the golden gum trees lining Northbourne.

They are just so beautiful; even though the grass could be slightly (only marginally) less dominating sometimes (for more human accessibility), and the road definitely needs to be narrowed and given to consistent use by other road-users (with pedestrian priority built into design), it is still saved by the small amount of subtle enclosure provided by these trees.

The surrounding buildings also need to be more consistent to fill in that enclosure.

There are some interesting buildings, but they also need to be less like isolated islands of massive monoblocks and more cohesive as part of a streetscape (like those Haussmannian blocks of Paris, but not quite that far); narrowness can help walkability.

Also the aesthetics of a consistent minor theme; here it is negotiated by the two opposite gateway buildings which are symmetrical (lacking a tiny bit).

New Acton with its many details; especially the bronze-carving (eagle) area, where it feels protected (enclosure & shade), human-touch (masonic cobblestones, rustic log benches).

The townhouse-like frontages on the other side are also able to have front gardens (much better than lawns), with some more bronze-style detailing in layered slides, and the encapsulating weathered- wood vertical shades.

It's also near some small dining areas and small performance board it seems in the Japanese-style pavilion, where on the other side there is more garden and a view of Ovolo which has tried to have plants growing on its wooden lattices.

Bringing this attention to detail more consistently to the waterfront (and extremely well-connected for pedestrians and cyclists) is important.

The whole area needs to be connected by design for its intended priority (for vulnerable road-users) to everywhere in its vicinity including Civic & the ANU, and beyond.

Wasn't there supposed to be an ultra-innovative village centre here on Dairy Road?

It would be like a Blue Zone (or something that encouraged it?). Maybe something is being done now?

[sorry another don't mind this, just a few odd ones are a bit more Australian, all irrelevant taken from the wild...it's the 19th so I'm getting desperate!]

Provide space for pedestrians and cyclists to move through this space.

Please provide proper undercover and supervised bicycle storage facilities, ideally with a little repair vending machine with inner tubes and a pump.

For example: <https://www.youtube.com/watch?v=FD-xRdM3qJg>

<http://schlijper.nl/search/bicycle%20parking/200524-1536-amsterdam-stationsplein.photo>

Pedestrians and cyclists can interact - make this a space for people!

Sorry, I don't even know what this is!

I like the way Canberra's first buildings work in Civic (the Melbourne+Sydney Buildings), and they have arches around the whole structures even though they're co-owned; they are divided by some wide roads though.

Another University in Australia which has quite a beautiful campus (a bit similar to the ANU) is the University of Western Australia, which was actually established quite recently, but it was built on Revival of Mediterranean-style architecture (to fit with the local environment, even though, well, wrong continent).

But it actually works quite well now, because you have a bit of the quaint ornateness, but the modern buildings also fit in that style, yet they're an evolution of it (sympathetic, theme), with distinct features like hat-stick awnings & sandy colours.

And it's more Australianised by the flora and many squares, then to the Swan.

Ngurra!



I can't wait until they actually get something major done, since it is a design competition; although it's getting a few hundred million less than the War Memorial upgrade is getting, so that's a bit unfortunate.

Wherever there are conventional roads in the area, pedestrian and mobility infrastructure must interrupt it rather than the other way round as it is virtually everywhere.

This is a show of priority and helps increase the safety, connectivity, and human activity to the area.

This can be continuous footpaths (which continue the materials and elevation of footpaths to be continuous as the network; we do this for cars to encourage speeding where we shouldn't).

Even in shared zones in Canberra, the infrastructure still heavily insists that cars get right-of-way and pedestrians are the ones who have to be liable for their vulnerability in areas where cars are disruptive to amenities and local businesses.

This will also encourage more people to leave cars at home if this standard of safety is consistent and made a natural choice.

People also like to be comfortable, so trees and shade help, as well as the types of mobility (such as step-through bicycles designed for commuting/durable).

Gungahlin's access to light rail could be used to benefit (as well as an increase in local employment options through transit-oriented-development [TODs]).

There should be park-and-rides not for cars but for bicycles, and the infrastructure must necessitate this safety for that symbiosis and better connection with the rest of the city.

(It is also technically cycleable by most people, and infrastructure should allow for this to be a viable choice for people to make).

In what should be a viable place to cycle (a bit over 7km is average limit), there are many thoroughfares which limit the local vibrancy of Woden, even though it does have good parts (and a pretty view from above) they are isolated.

It is very unliveable anywhere near the highways and conventional Americanised Euclidean zoning.

This should change though with the NCA's plan and the coming light rail Stage 2.

Every opportunity should be used to be this, rather than a car-park-and-ride, a bicycle-park-and-ride (which are the most ideal combination).

Therefore, safety measures and standards need to be put in place (also through tactical urbanism) to ensure this ideal scenario.

Strong connections to all national monuments, including the War Memorial and Anzac Parade (connection to the new developments re-aligning activity along Constitution Avenue).

The War Memorial is in Art Deco style overlaid on a neoclassical (revival) style common amongst war monuments.

It uses Italian-style water and colonnades (arcades/loggias) which wraps the view towards the lake and up Mount Ainslie.

The original placement was supposed to be less of a central dome and more of a frame, with two prominent towers (but this was for the 'casino'); the Parade would be a grand park hosting many cultural institutions.

A way to connect the waterfront through or around New Acton into the ANU's Acton Campus without having any conflict with motor traffic.

Segregated lanes for cyclists and pedestrians. It could be like Rotterdam or Utrecht University's promenade.

Some small Finnish (like Porvoo), Swedish, and Dutch promenades exist along riversides, canals, lakes, etc.

Southbank Promenade in Brisbane also provides a good example. Also in the Mediterranean.

Parliament House has some interest on the terrace cafe, with marble details; the central pyramid also has two layers of democratic white shielding and federation wood.

La Samaritaine in Paris is backed by some trees; it has natural light and a balanced approach to form and function with architectural 'honesty' and ornamented structural elements.

The interior of Maison Masson is very ornate, and a lot can be done with glass (stained, with the innovations at the time many forms & uses) such as skylights & bringing outside inside.

A lot of traffic into Canberra comes from Queanbeyan.

Higher-quality and multi-modal connections need to be ensured from these high-volume areas. This is routine travel and much of it can be replaced with better alternatives if those viable ways are provided through safe & consistent infrastructure.

The many gateways into Canberra could be made more, well, welcoming, or acknowledging of the importance of where you're actually arriving -- the Commonwealth's National Capital.

Melbourne has sculptures from Tullamarine.

The view is very welcoming, of course, but there could also be some less-car-only infrastructure to allow for more leisurely use of the 'park'way, and for safety of others as well as reducing noise pollution.

This can mean urban traffic calming beckoning the arrival of the city, or simply visual narrowing alone (done with lines or surface paving to psychologically slow drivers) or closer more human-scaled lining of trees and streetlamps.

The way the separated cycleway eventually gives up and dumps vulnerable road users into the middle of danger which we know will put their lives at risk is emblematic of the way anything other than cars are unjustly treated by the planning system.

It is even fairly new, yet the aspirations of the City have been to encourage more equitable, healthy, and sustainable modes of transport have not been followed through even now.

Every conflict with vehicles in excess of 30km/h (where risk of death becomes closer to absolute) needs to be removed; no one will take an alternative if their safety is given up without inconsistency and no guarantees.

Everything can also be improved by trees and shade; the standard of infrastructure even in the most valuable parts of town is mediocre and below world-standards.

Constitution Avenue is an exception, though a lot of its goodness will come in the future.

<http://urbankchoze.blogspot.com/2015/09/the-idiocy-of-traffic-studies.html> - This seems to be how roads are designed here...

<http://urbankchoze.blogspot.com/2015/05/traditional-euro-bloc-what-it-is-how-it.html>

<http://www.canberrahouse.com.au/houses/swinger-hill.html>

Also, the light-rail corridor could be designed like Plantage Middenlaan.

For each their sublinks too

https://en.wikipedia.org/wiki/Urban_vitality - at the moment, the concept of West Basin (and lots of parts of Canberra) looks closer to the 2nd image than the 1st https://en.wikipedia.org/wiki/Garden_design

https://en.wikipedia.org/wiki/Complementary_architecture & https://en.wikipedia.org/wiki/Vernacular_architecture with many examples

Canberra could have a plantation specifically for growing mature street trees to be transplanted. There could also be Dutch-style greenhouse agriculture.

Canberra has very few things which are grandly impressive or up to mark with the landscape, compared to what was originally intended.

Tuggeranong is roughly 23 kilometres away from Civic Square in Canberra centre. This is the average distance that people say they are willing to use an e-bike to travel.

Yet it is very likely that this is difficult to do in Canberra due to the infrastructure and design which naturally pushes people to need to use a private motor vehicle in order to get to anywhere (even close-by) or be safe.

This can also be helped by the long-term strategy of eliminating sprawl and increasing density to serviceable sustainable levels, but we can also do tactical urbanism <https://canberra.bike/2022/06/15/tactical-urbanism-and-traffic-calming/> to make streets function as intended (woonerf, etc.)

Already, we will transition -- from ICE vehicles to EVs -- but this should not be mandatory for people; there should be an easier transition to e-bikes and alternative modes.

It relies on broader policy, but can be done <https://canberra.bike/2022/06/15/cycling-influencers-changing-cultures-quickly/>

The lake-side promenade should continue all the way along LBG to the Molonglo Valley; it can be part of the separated shared path network where it is less-used, and reach all the way to the farthest suburbs on all axes of the greater Canberra region.

To the Arboretum too, you can get a different high perspective of the lake-axis and the arm-like undulations and turbulence of the land.

To have a proper connection between the Acton Waterfront and the city, need to create safe and interesting pedestrian routes across City Hill, from Canberra Theatre to Edinburgh Avenue. Otherwise the connection between city and the lake will remain a fiction (and a missed opportunity).

Rail transport offers many essential benefits, and it is partially demonstrated by the success and perseverance of Canberra's light-rail.

Here, we have an ongoing rail service outside of Canberra.

Trains offer a public service by being a hyper-efficient (& cheap) mode of transport for people, and are a conduit for walking and cycling (which are the ultimate urban transport modes).

Cars offer many specific types of services, but are not anywhere near as versatile (in terms of mass) for routine long- & short-haul distances; that is why it is necessary that they have near-full accessibility, but they are not at all practical as a staple mode for everyday people to use.

For the people who do need and want to use them, they benefit majorly too by being more able to use vehicles for both the specific useful purposes and having less conflict, wait, & stress amongst the common trips.

Having a bit less outsourcing for public services may hurry rolling out so they can return gains. :-)

Russell was supposed to be just slightly different from military activities ... markets!

Well, I suppose the Acton Waterfront can step in here, or some entire water-front markets could exist from there to here, or Anzac Parade could become more 'paradey' rather than just a wide vista- avenue for cars (and not the local grand park it was supposed to be).

Otherwise, greater pedestrian, cycling, and transit connections along the whole urban intensification zone along the waterfront is necessary.

Continue direct segregated paths along past Sullivans Creek to the Botanic Gardens and Black Mountain, unhindered by motor traffic.

Even in little instances, paths tend to end where car-only infrastructure gets priority and all else is treated as a non-serious checklist afterthought.

Even if it's a carpark, the way the lines are continued in the current construction area of Acton carpark is quite good, and signals to (potential) drivers that they need to be careful as guests.

Though, there aren't drivers in that area, so it could just be that thought was taken to redirect the existing main use of the area by cyclists, which often doesn't happen in Australia (usually *path ends here, you have to be abandoned in the dangerous area*, which would cause outrage if done to cars without explanation).

Lowering speeds to around 30km/h in useful areas without the use of signs (i.e., by design, such as fietsstraats) would make places safer, & more economical in the long term due to amenability

Perhaps the threaded weaving theme of the Museum (representing Australia's shared identity) could be extended (possibly in a minor or broad connecting form) along the basin, maybe even as a little theme connecting many different parts of the lake.

The contents of the knots and threads could be a community project, like little pictures into little scenes, images, artworks, symbolic gestures, or local participation in general.

Any vantage points where you can see the activity from a bit or distance away.

A fully connected active travel network which is not interrupted by highways (which make any normal person not want to use them) to the airport and mall.

People who arrive can take a bus or unlock a bicycle to use to get to the city or a house.

It would also be important to coordinate nationally and with NSW to connect Capital Country and other locations so that people have options to use safe alternatives, and country roads which are designed safer for these people and drivers at night.

Ferries?

Maybe there could be lake-side boat restaurants, sort of like they have on rivers and canals around the world, like the Yarra, the Seine, or everywhere in Amsterdam.

Also, having colour and a bit of rustic style might be pretty; along with the active life scene with music. And a general compactness, human touch.

In Europe and the US, they have miniature suburbs, like cottage farmhouses which could be matched with Australia's modern 'tiny houses'.

I'll also just draw reference again to Perth's main quay, and the ANU's shopfront alleyway. :)

Wide and continuous pedestrian & separated connections to the national institutions.

The paradox of freeways in the city-centre is that they're supposed to provide fast intercity connection between long-distance places, but they are treated simultaneously as urban streets (which defeat each other, because there are frequent crossing streets and lights [which slow this 'through-traffic' down]).

Obviously these are streets, so this is no place to cater to through-traffic which just creates large traffic bottlenecks and disrupts the local habitability of the area.

The through-traffic would be diverted around the surrounding roads [they have been built for this reason], and disincentives for fast traffic in the City.

This way you can transition your urban streets into productive and vibrant centres with multiple uses; there should be built-in pedestrian, transit, and cycle priority so that cars don't take up 90% of the street whilst transporting half the potential of a narrow sidewalk.

Connections between the main tourist attractions which is either a very wide shared path (like Vondelpark) at least to the Museum, or two separated pedestrian and cycling paths, which continue without conflict with fast motor traffic to further destinations such as the ANU and Botanic Gardens, the City, and anywhere else along the Lake.

These are serious connections too, along with recreational paths which already exist (again, there aren't just recreational roads).

Also bus connections, and when the light rail eventually expands; stations should allow people to cross either side of the street without conflict, or restructure the purpose of the roads, such as utilising ring roads around Canberra for displaced through-traffic so that central roads can become public space again.

Also, Helsinki has green-and-gold trams, just a little missed opportunity for our Spanish LRVs; though we have nice artworks from students.

That could be another idea, artworks in the PK, a shared wall, etc.

Obviously Acton Park will be used locally by future residents and businesspeople here.

So planning for that future is going to happen, and it will be accessible to all Canberrans. This is all already acknowledged (just a preface).

It would be unsustainable to incentivise cars as a way to get here, because it would be expensive to provide parking infrastructure which is just space used for low-efficiency storage, and other car-centric infrastructure which just erodes with heavy-vehicle use over time without conveying the capacity to repay it.

The way the street network works with the area could be inspired from many effective models found around the world, in Australia and outside (best examples).

Having local character engrained is also essential, especially towards the eternal elements of the Land on which we exist.

The Haussmannian model for those buildings would be preferred over 5-over-1s, and [?] organic growth, such as small lots filled in one at a time by many. I think

I put a marker in Barton to represent the destination of many active travellers from the City or other places north of the lake. A clear cycle path around this part of the lake is necessary to minimise conflict with pedestrians, picnickers and other visitors. There is no alternative route. It's a daily necessity for commuters and might be given some priority over occasional users.

There are 3 relatively wide lanes on many central streets, exclusively for cars to travel quickly through the city.

Perhaps one on either side could be acquisitioned for alternative use, where two lanes for active travel would roughly equate to three lanes of car traffic in efficiency?

The pedestrian network around here could also be made continuous, so that instead of the car infrastructure interrupting every instance of any other infrastructure, the priority for pedestrians is actually built in so that cars are more aware of vulnerable road users and know their place as guests passing through to use the area safely.

I believe that in the future, the contemporary major roads in the CBD will eventually become obsolete (if we get the right strategy of disincentivising car-use in these areas), and they will be in the ideal scenario autoluw (which are vibrant centres of activity in these situations), as residential streets will be active homezones which naturally incline people to use them to use whatever mode of transport (not just cars); and we may have more Barnet Close-style housing, infill, densification, organic growth (as Burley Griffin proposed).

This will solve many problems relating to cars and urban vitality, responsiveness, creativity.

Back to Varna, and the continuousness of street trees in the streets is another thing which should continue, except more Australian (we should be very proud of our world-class diversity, which our design should step up to).

Melbourne CBD has a very good way to it as well, but it is too confined to a single small area, surrounded by sprawl.

The ANU has a plan already to interface various areas of its Acton campus.

The way the public space works around Sullivans Ck and the change of perspective you get looking from above the library laneway is rather interesting.

Another value of high-quality connections to places of interest is for children, who are able to develop independence and have a sense of freedom, which is why they're happiest in the Netherlands.

Wherever roads are above 30km/h, separated infrastructure needs to be provided (another problem for standardisation territory-wide) to be more equitable and accessible.

The plan for West Basin reminds me a bit of the Geneva promenade.

The human-scale is a very important element, and it is well-done with the bronze-sculptures of New Acton, as well as the courtyard gardens with bricks and wood.

A sense of enclosure is another thing, which trees provide, but also arcades (like the Mediterranean) and other shade works in the meantime, as well as enclosure by buildings

The quality of Henry Rolland Park is very high, and extending this in a similar form would not be bad.

The good parts are the waterside walk, the variation of pavement textures (including more tactile ones), seating, features, plantings, and its geometric formation.

However, the automatic division of the park by two intersecting freeways hinders the deserved usefulness of the area, including Commonwealth Park.

There could also be more shade interim the growth of trees, including in shade sails along resting or walking parts, with seating and details like wood.

There should also be a greater degree of priority understanding (with existing filtered-permeability), so that walking and cycling (two separate divisions of equal value, of which urban value is far greater than cars for health, business, etc.) are understood in the greater traffic system (which needs Territory-wide commitment), and in some cases separated from through-cycling and leisure strolling, or use of the specific pk

There should be a whole-of-Canberra+region strategy to wholly interconnect the entire network with multimodal networks.

This needs to be established in guidelines which allow anyone using any transport to safely get around; this should be based on merit, where we incentivise transit and active travel, and disincentivise car-use.

We don't have a clear distinction between road uses, and almost every one is treated like a thoroughfare, even residential ones, which are wide and encourage speeding, virtually disallowing anyone to naturally be able to choose a more healthy and economical mode of travel.

New Acton is a brilliant development, and it is especially good within; though it is isolated by highways with heavy car-priority.

Human scale is done very well by the architects in the low areas, but it is very minimal and disconnected.

The fact that we have a cycle network should not be a matter for boasting, the system does not work well enough to see why we are mistreating most.

Population increasing on this side of the CBD, would be great to better connect to Comm Park/Acton Waterfront

At grade crossing slow and poor connection between CtoL site and Comm park/central basin. multiple crossings? tunnel?

Strong and wide connection over Parkes Way to New Acton to better integrate whole dev area with the city

Different types of seating (i.e., heights, lengths, firmness, angles) for different people/uses, as many people cannot sit low or without help to stand again.

Along with this, lots of outdoor activities like dining, recreation, study, (things for children, or anyone, like fidgety things & puzzles), exhibits, musicmaking (and art), etc.

Perhaps there can be a bit of simulated movement, such as through flourished light shows or colour e-ink displays.

I also wonder what sort of modern innovations (many come from Australia) could be used here; you hear of the quirky ones, like mushroom bricks, but some other things which have existed a long time and would help to be done early-on are things like smart lights (automatic dimming lamps). Lamps could have covers like totem poles, with unique or characterful designs, other mosaics in wood and tiles.

Please be mindful not to overuse vast swathes of bright materials like concrete which reflect sunlight into people's eyes.

Even though concrete is cheap, this is a long-term investment.

It also has to be useable for longer periods of time in the short-term whilst the trees are growing (which can be done with shade sails or other seating contraptions).

There should be a high density and intensity of things (amenities, restaurants, etc.), so that large patches are not neglected like in many parts of Canberra. It needs to be climate-resilient for Canberra's extremes, SDG sustainable, vibrant, creative & innovative, therapeutic, AAA accessible, responsive/interactive, attentive to First Nations & the local [natural] environment, and future-proof in every possible way.

This is the national capital, so only the highest standard of world-class international quality should be considered, not just mediocrity.

This is a great opportunity to benefit from our beautiful lake, restaurants and cafes right on the waters edge with decks for outdoor dining over the water would be fantastic. Brisbane does river dining so

well at South Bank, I know our climate differs, but we just don't seem to make good use of our lake. An array of dining options to suit differing needs would be beneficial to all.

We should create a space that gets used all year round. I envisage a Brisbane South Bank style area, with cafes, bars, restaurants and a shallow, landscaped water area that can be used in the warmer weather.

The bars and restaurants could be used all year round.

It would give Canberrans a place to take kids, and attract people to the lake. If done well, it could also be a great tourist attraction.

There is a severe lack of places to eat casually with views of the main lake. Think Southbank Melbourne or Darling Harbour Sydney. Kingston foreshore just isn't the same because you don't get the gorgeous lake views. The Deck at Regatta point used to be good. The National Gallery or Bookplate are about all that make the most of the views. A mix of casual, coffee shops and cafes would make good meeting points on the lake to make the most of the gorgeous views and sunny days.

These twelve parks, in different countries, offer the benefits of exercise, fun, and play for grown-ups:

<https://goric.com/playgrounds-for-adults-the-dirty-dozen-of-fun/>

See also: <https://adventure.howstuffworks.com/outdoor-activities/urban-sports/5-urban-alternatives-to-gym.htm>

Please make the main entry and exit road from Lawson Crescent to reduce congestion on Commonwealth Avenue, the bridge and the Parkway.

Please provide drinking water fountains (example can be seen at The Australian National Botanical Gardens).

I have lived in New Acton for over a decade and currently offer dog walking services. The New Acton and greater Canberra City areas have a high population of dog owners and I believe that a parcel of this waterfront space could and should be dedicated to these dogs. A 'boutique' sized space with fences and a gate which allows for the local dogs to romp, play and interact would add great value to the waterfront whilst also providing a safer environment for pedestrians and cyclists, knowing that the dogs have a space separated to play assuring they won't be darting out from the many nearby grassy areas as is currently the case. Passers by will no doubt revel in the opportunity to watch the pups at play and owner of nearby precincts knowing that their needs and values are being met is invaluable. Furthermore, such a space could incite other dog owners from the farther reaches of Canberra to come and spend time at the waterfront, with the knowledge that both they and their furry friends can enjoy a day out, taking in the cafes, family friendly environment and a moment dedicated to the dogs!

A fantastic destination would be a "floating " swimming pool in the lake similar to Badeschiff in Berlin (Google it), replacing Canberra Olympic Pool in Civic. This would allow the old pool site to be sold for redevelopment and the proceeds used to fund the new pool. Perhaps that new development could include an additional public indoor pool

there. I was appalled that the lakeside land adjacent to this site is now being used for car parking, which should be removed as part of this plan. <https://www.arena.berlin/en/location/badeschiff/>

It would be great to see the lake area developed into a foodie scene with bars, restaurants and cafes (more than just a couple) that will attract people day and night. After all that play in the already available wide open areas people look for a nice place to sit, have a drink or bite to eat with friends and family. Look at what Brisbane has done with their river areas in the city, there are off-road and segregated cycle ways and pedestrian paths, good lighting as well as a great food and entertainment culture. The only area around our expansive lake that has anything similar is Kingston Foreshore which is good but pale in comparison.

There is a lot of opportunity in the area to hook people on various things of interest, things which satisfy people.

One such thing is through sound, including a quality distinctive soundscape which may include music, or a miniature Carillon.

Obviously the Brindabellas and national monuments are very interesting to see; Brisbane has an interesting riverwalk right above the river. We could even have a Zürich-like observatory at some point for people to see the sights at a different plane or perspective.

A 'tactile' element to details can endear people to the human elements, these can be little characters and quirks in design, which can be exploratory for children.

The park will eventually form a part of the central urban fabric, and I have no doubt it itself will turn out at a very high quality.

It is the responsibility of greater authorities (Commonwealth and Territory) to properly coordinate their holistic future-proof urban strategy, such as the Griffin Legacy, in the right standards which actually achieve them in both short- (tactical) and long-terms

The local Canberra Bike shows one area where we have not made as much progress as would be ideal to benefit the region; this is despite the clear and demonstrated benefits and cures which have been already used in other parts of the world, including in areas where cities are on average of a higher urban and wellbeing quality than compared to Australia's average (outside of CBDs); it is part of Canberra's unique character that we are planned, but the negative attributes from it are not from the fact that we were planned, but due to the time in which it was planned, which is a much-lamented fact by modern urban-planning experts.

We should endorse outside help when it comes, rather than let bureaucracy (as it has in the past) harbour self-destructive habits.

[Irrelevant rant, but this is a very good-looking website, I haven't quite seen a consultation area quite so well laid-out; Canberra has shown its potential]

Make it a place to stay and hang out both in the day and after dark. Make more of the beautiful lake - a waterfront bar, an aquatic centre with 50 metre heated pool with lake views, definitely a skate park, seats, atmospheric lighting. It's exciting!

There need to be more areas around the lake for people, especially youth, to be physically active and interact socially. Basketball courts and a skate park would add diversity and life to West Basin.

Canberra is full of amazing parks and my child can access very few of them because they're all built for children who can stand, walk, and climb. I understand majority rules, but please design something that kids in wheelchairs can also play with--there are ways they could be included as long as wheelchair access is kept in mind (check out Have Wheelchair Will Travel and their blog post about accessible playgrounds--simple things like putting play features on structures a wheelchair could get under). Accessible changing and toileting facilities would also be incredible (Changing Places has great examples). It's a challenge, but it's worth it in the smiles you get in repayment! I know Boundless is near the lake as well, but two fully accessible playgrounds in our city would be a dream come true.

Please make the boardwalk for only pedestrians, not a shared path and build a different path through the park for only bikes that makes it quick to get through the park for bikes and safer for pedestrians.

Hi, I think the open space should be landscaped with existing and newly planted native species and integrated with an 'organically and intuitively' designed child-play and interaction area. A good example of this work is the design of Dairy Rd Industrial and also the wetland area nearby, by the landscape Architect Jane Irwin (www.jila.net.au).

There should also be a dedicated Indigenous Cultural performance (ground) area within the Park, with lots of Indigenous sculpture and information points about the landscape, Country and native species of flora and fauna, significant events which happened on that particular area of land

Retaining as many mature trees on the site as possible is so important. It will reduce the urban heat island through providing shade and evapotranspiration, and will give the precinct a head start with its tree canopy cover

Well, I suppose it's colourful (or chaotic red).

Imagine all the good ideas...but they're just out of view

"What's that blue-yellow blob on the water there," an observer asks, attempting to bring the image to sense.

The ruffian jumps in disbelief, saying, "How could you not see that those two blobs were in fact the purposeful lines of a very detailed ferry?"

"Well, because they're just two blobs, no offence."

"Oh. I guess that's what it looks like now that I think about it." The ruffian looked away for a moment

to try to readjust to what the real world looked like -- fully formed three-dimension shapes.

The observer, still examining the patchwork, queried another point. "What's this here?"

The ruffian trained their eyes for many moments. "Yeah, I have no idea, it just looks like a purplish splotch to me, maybe a stray stroke."

"Or, it could be a balloon, don't you think?" the observer suggested, hopefully.

"Or it's a notably large and very oblique marble!" the ruffian declared, "--but wait, there's a similar-ish line over here, it could be connected to a merry-go-round!" "Merry-go-round?"

"See, the four lines hidden behind the restaurant," the ruffian said, pointing repeatedly. "Restaurant?"

"Although, I did intend it to be a giant mechanical giraffe," they admitted.

The observer was straining their eyes. "You're seeing all that in about four squiggly, barely- observable lines in that corner there?" the observer asked in disbelief.

"Yes. But you have to look away for about five seconds first," the ruffian instructed the observer, which was obliged (though reluctantly).

"Will you tell me when I can look back? By my counting it's been seven seconds," the observer asked, not seriously.

"You can look back now!" the ruffian announced delightedly, rife in smug satisfaction.

The observer did in fact turn back and hadn't run away in the meantime. "Where are you?" the observer gasped.

"Right here!" a tiny new giraffe yelled squeakily (though not much more than usual).

I would like to see the precinct in a style like Southbank in Brisbane and Melbourne: a lively waterfront area with restaurants, cafes and bars as well as greenery, a place Canberrans can go to hang out in the evenings and in the day.

I would like to see a beach like Southbank of the Brisbane River.

I would also like this to be a development that is fully and completely accessible, a world leading standard.

The living shade tunnel in Brisbane is great. The design concepts look very bare on the lake edge with no interaction between lake and trees or nature. It would be nicer climatically to incorporate seating areas on lake edge to catch the breeze and sit at picnic tables or raised grass areas on the lake edge. Have a sensory experience with the water, incorporate a beach edge. Incorporate native aquatic reed edge in some area for diversity. Design concept looks very uniform and plain. Where is the different offering to what's already around the lake?

I would like to see lots of shade trees and innovative structures that provide shade. I would like the aesthetic to be peaceful, curvy and non sterile or too heavy, light and feminine would be nice. Loads of plants to create oxygen and fresh feeling. Sculptural colourful seating options. Integrated artwork. Sunbathing area, pool. Water craft activities. A ferry stop. Atmospheric, inviting and warm lighting.

Romantic touches. Meaningful symbolism. Spiritual elements and architecture that lift spirits and offer connection.

Currently, there are no sanctioned MTB/BMX areas in the inner south, and most Mountain Bikers now resort to finding 'jibs' on the side of roads, etc... A proper, dedicated facility, no matter the size, would be a hit with adults and children. Even a simple pump track, like the one at the base of Stromolo forest park would be a game changer, getting kids away from dangerous homemade jibs, etc...

Photo above is of Stromlo pump track whilst under construction.

A bunch of solar powered sleeping pods like they have in Germany for homeless ppl. Canberra is cold.

The current bridge to bridge section, while beautiful, is overly congested. Create a new loop by building a bridge from the new Acton waterfront or the NMA peninsula to the Canberra yacht club or Lennox Gardens. The bridge should be wide enough to have separate lanes in each direction for walkers and cyclists.

The Acton waterfront is also desperately in need of more restaurants and cafes. The foreshore is underutilised and could be greatly improved with more spots to eat, both day and night. These restaurants should be small outlets, and not imposing on the waterfront, similar to the Boathouse.

Any apartment developments should be placed away from the water, so the area can be kept for everyone to enjoy.

An outdoor Boulder Park is the ideal fitness/activity area for both kids and adults. It can be used all year round and cater for all skill levels. There are many examples of amazing Boulder Park designs around the world and would fit with Canberra's image of being an active outdoor community and mountain town. The climbing gyms in Canberra are very well supported and an outdoor Boulder Park would complement this even further.

I note that in Kingston foreshore we cyclists have to cycle away from the water - along a road behind the shops. This is not happy cycling. Please ensure the bike path in Acton is near the water. Cycling is a major tourist and local recreational activity. We need to be catered for.

Just an artistic interpretation; the boardwalk was altered a little bit, and the greenery is exaggerated (among other things), but it is just an illustration as to how one might imagine the Acton Waterfront to look in the future from the perspective of Henry Rolland Park (once the trees are old).

You can see some extra buildings filling in the back, these ones are modern as they can be seen from a distance and can look fancy that way; closer to the ground there are very minor glimpses inferring more human-scaled buildings closer to the waterfront, as well as activities like stalls and markets along the main promenades.

You might also see a fancy swimming area between the ANU peninsula-hub and museum and New Acton; ferries and boats too on the water.

There is a verge of greenery all along, so that there are separated activities within the imagined bushland, such as playgrounds.

The trees mainly represented are like Eucalyptus cinerea (the blue ones), other eucalypts and acacias (as is done in other parks, like Commonwealth), and a few exotic deciduous trees behind the main line to give a bit of colour as you may walk underneath it, a mosaic of sunlight dappled along the many different pathways for different uses.

A splash pad water play area should be included like South Bank in Brisbane and Darling Harbour in Sydney. This is an unmet need in Canberra's playgrounds

Early in the morning, the carolling of a few magpies, a gliding currawong; the glow of the sun shining across the rippling lake, just in front of the seating area. A faint breeze rustles the leaves of an argyle- apple gum just above, its grey-blue shimmer inspiring against a watercolour sky.

We start heading back down the waterfront, up the half-natural/manicured bushland, over a bidirectional lane for small mobility, under a line of forest-canopied street trees, tall-evergreen and branching exotic, towards the extended New Acton, vibrant with mixed-use, characterised 1:1 streets and laneways.

After partaking in these [future] activities, we return to watch the lake from slightly higher, where ferries are visible, decorated banners waving, and people having picnics on patches of grass between small water features and greenery, a distinct area for children too.

It is interesting to watch the clouds pass over the interesting architecture and beautiful trees; the natural noise does not give you a headache; there is an area for parking underneath something else, of which the majority of locals are able to walk, within most areas cycle or catch public transport, and there are less total spaces but more effective uses of carparking for people who a required to use a vehicle on any day, or other business- or service-related needs.

This is one of the most important waterfronts of the national capital, as it serves all functions and is indicative of the world-class requirements of the city [future], with the high-quality urban environments which fulfil the wellbeing needs of its residents in an ideal equilibrium.

The city more overtly embraced its original foreseen prophecy from the Griffins, of which their land and value-representative ideas are relevant to how modern cities work best, with high amounts of diverse choice in high-density lowrises & European-style public services.

In a compact area, a lot can be done by everyone; we head home to the farm by train-to-ride.

Please consider building some skate-friendly spaces or at least ensure that no skate deterrent devices are installed in this new public space. Young people skateboarding should be encouraged as it activates the area and provides passive surveillance (eyes on the street) to make it safer. Ledges can be built to be robust with metal edges so that they are multip-purpose and skate-friendly.

BBQ areas which are undercover and allow elderly parents in wheelchairs and other people with disabilities to move easily from a disabled carpark to the BBQ area where they can spend time with their families and great grandchildren, who have an activity area to play in. A separate bike path to the a pedestrian path so us now pensioners are not bowled over or scared by fast riding cyclists who don't ring their bell (often don't have one) and don't realise that many elderly and not so elderly cannot hear as well as they used to, especially from behind. This area could have been a bicycle raceway. Good toilets (and more than one) with disabled access. Year round access is fantastic! Hence the covered tables and chairs plus some that aren't.

Appendix 3 – Additional submissions and comments received from Phase 1

Email	Contents
1	<p>Response to Acton Waterfront Consultation</p> <p>Regarding your proposal —you have:</p> <p>Clearly wrecked a parkland proposed by the Griffins and constructed by the NCDC that provided important informal social lakeshore parkland space.</p> <p>Taken valuable lake bed and in the process removed the naturalising lake edge reeds that housed Reed Warblers and an historic jetty and boathouse.</p> <p>Damaged the form of the Lake established by the NCDC that had a balance of the 3 central basins and to make West Basin is approximately half the size of East Basin.</p> <p>Referred to putting back the Griffin plan which is just blatant spin initially conceived by the NCA to justify selling off part of the Lake and its parkland to developers for an apartment estate presumably for the elite. Your only goal is to make money to fund a super expensive light-rail.</p> <p>Forgone all social, heritage and environment value in your plan.</p> <p>Seem to think Henry Rolland park successfully manages car and bike traffic – it doesn't, in fact it is dangerous.</p> <p>Planned a combined pedestrian and bike path area in the Waterfront Park, also hazardous</p> <p>Are planning to obliterate a well-designed and useful car park in the former Acton Park without any replacement other than awkward street parking.</p> <p>The planning shows no trees although these were promised in the Lake- land swap deal.</p> <p>Included imagery that is deceptive. The illustration on your design shows no hint of the fact the park will be towered over by an apartment estate. It shows terraces and steps not shown on the plan. The planning is over urban predominantly concrete surfacing and unimaginative design.</p> <p>Provided proposal that is a good example of 'bite-sized' planning to fool the public by not giving them the full-sized plan proposal for the former Acton Park. It is just tacky window dressing to hide the damage that has been done and to make it easy for an urban apartment estate that has no basis in the Griffins or the NCDC planning.</p>
2	<p>Why does the 55 m 'generous' urban park on the new Acton Waterfront plan include the road and verges in the 55 m setback from the lake edge? Surely the 4 hectares which is used in the description of the park should include the park and not these extras, especially not including the public road.</p> <p>How is the City Renewal Authority going to prevent the 500 m boardwalk being used as a race track for electric scooters?</p> <p>What is proposed to be done about the existing 'Recreation Hut', which is mostly used as a sleeping place for homeless people and has been allowed to deteriorate over many years now.?</p> <p>I live in New Acton and will be a regular user of this space (as I am already of the Acton Park) and am absolutely disgusted at the low standard of maintenance of the area immediately south of Parkes Way, which includes the never-emptied bins at the end of the footbridge, the unmaintained recreation hut area and the low quality park to the west.</p> <p>Also please be aware that Henry Rolland Park is now being used by drug takers who (despite the cameras) sniff illicit substances from gas filled balloons and drop their canisters all over the ground.</p>

3 Dear team at the city renewal authority

I am a resident of the nearby Metropolitan complex to Acton waterfront and I just wanted to quickly send you this in case consultations close before I return from holidays.

My main concern is that there is a children's playground with plenty of public access and green grass. The grass there is great and used by families for throwing frisbees, kicking footballs etc.

Currently I also see children play on the gym equipment which seems rather dangerous so I think that just this alone shows the need for an area that is very child friendly and has lots of play space. The playground near regatta point seems to have so many bats very nearby that we tend not to use it.

Also I am relieved and grateful to see that the buildings won't be too high in the water front area. Hopefully developers won't be able to override those rules and build something higher.

Finally, just a plug for avoiding landscaping that includes the native grasses that are planted all along Northbourne avenue. As a proud Canberran, I adore the light rail but feel that the native grasses around the light rail make Canberra look really untidy.

Many thanks for having a consultation process. Kind regards

4 Thank you for the opportunity to Have My Say regarding the Acton Waterfront Park.

This small portion of land, 'Acton Waterfront Park', is being flagged as a meeting place for the First Nations people of this region. Therefore, there should be a genuine effort to reach out to Namadji-Ngambri as well as Ngunnawal people and obviously to the neighbouring clans, including the Ngarigo, Wolgalu, Gundungurra, Yuin and Wiradjuri people. 'Ceremonies, trading and marriages between people of different clans took place during such gatherings.' See 'Aboriginal Cultural Heritage of the ACT' www.environment.act.gov.au/ACT-parks-conservation/healthy-country?a=396904

Their input as to how they would like to see such activities be held now, and in the future, needs to be known, respected and addressed in planning. Perhaps the Australian Institute of Architects' First Nations Working Group and Cultural Reference Panel needs to be brought in to assist with these processes to effect genuine consultation and appropriate design. See www.architecture.com.au/about/national-council-committees/first-nations-advisory-working-group-and-cultural-reference-panel

The areas marked 'Future development' can only be viewed with concern. This whole area should be public land and the often touted 'urban village' is not public land. High rise apartments are also obviously not either.

Planning for small parcels of land can be viewed as piecemeal planning which can lead to a lack of coordination and integration. Where is the vision for ensuring there is a fabulous place designed to cater for really large gatherings that can stage events like Midnight Oil, ballet, opera, international conferences. This area is ideal. Australia must be the only national capital that cannot stage such events.

Adaptability, sustainability and climate change would be desirable as guiding principles. The need to cater for future predicted seasonal temperatures modelled by an authoritative source such as CSIRO is essential. Shelter will become a significant issue particularly from wind in winter and from increasingly scorching hot summers.

This area deserves an emphasis on nature and endemic species. The concrete boardwalk requires reengineering to incorporate best practice for this part of Lake Burley Griffin's riparian edge.

How good it would be to remove cars from the area! If there must be a car park at the very edge of the area, it certainly should be underground and why not something remarkable like Jan van der Molen's South Lawn car park, University of Melbourne.

Email Contents

5 Dear staff at City Renewal Authority,

Thank you for sending us the card inviting "Your Say" comments relating to Acton Waterfront Park Design.

As residents of Acton, we are lucky enough to be able to walk across the pedestrian bridge and along the lake as part of our daily exercise activity. We are also members of the Acton Walkers group, so we are very interested in the Acton Waterfront development.

Some ideas we discussed include:

- reduction of noise from the adjacent freeway - perhaps a well designed wall
- recreational swimming facility - pool for children and adult lap pool with facilities
- children's playground
- lakeside medium size concert hall that could serve as a venue for the Canberra Music Festival (the Kingston concert venues are too small for this festival)

Please advise.

Kind regards

6 Hello,

Your Have Your Say stuff says that there will be separate cycle paths through the area with generous dimensions.

Yet you are building 3 m with shared paths.

Please advise your final proposal for the cycle paths through the area to accommodate people commuting at high speed and riding locally. The paths should be completely separated from the foreshore activities and be 5 m wide as per the ACT Government recommendation.

Regards,

7 To Whom It May Concern:

RE: ACTON Waterfront Park design

We received the postcard in the mail regarding 'Your Say' with a QR Code for more information about the proposal.

Not sure if you have already planned this but we would very much like to see an enclosed/fenced area for children aged 1 (walking) to 10 with the appropriate playground equipment for that age group.

If possible, this area should also have the appropriate flooring installed in the hopes of reducing injuries.

We love the outdoor gym area and this is great for older children with their guardians but there is nothing for the younger ones.

A new enclosed/fenced playground area would be great for toddlers with the added sense of security for their guardians.

This would be beneficial for so many parents and grandparents who also walk & picnic around the lake.

Thank you for considering our idea and again, hopefully this is already in your plans. Warm Regards

8 Lake Burley Griffin Guardians**Response to Acton Waterfront Design and Process**

The Guardians welcomed the opportunity to participate in the recent stage of the process to progress the designing of the Acton Waterfront Park. However, representatives of the Guardians were only available to attend the first Workshop: 'Caring for Country'. Comments on this and the implications for the CRA's emerging design process follow. This title and the focus of the Workshop more than implied that this 'Caring for Country' was the CRA's chosen theme for the Waterfront Park. This decision and the fact of the recently completed concrete boardwalk dominated discussion and the former, meant that there was no flexibility for discussion outside the CRA-determined theme – it was a fixed CRA pre-commitment, undermining the community consultation process on the Park, and it was not an unconstrained 'blue sky' consultation process. The community had no say in the choice of theme for their Park.

This commitment was further emphasised by the presence of the Yerrangbin consultants (Sydney- based) and others present. There certainly seemed to be more consultants and paid representatives present than actual community representatives (whether local Indigenous people or other community representatives).

It was the view of a number there, including us, that the theme could be seen as, opportunism and a serious and insulting tokenism as there was no particular and special historical reason for the choice of an Indigenous theme in this location, nor any seeming, local Indigenous push for this. No reason was provided for its selection or statement as to its origin. However, the opportunities of a First Nation theme were discussed extensively without its rationale and appropriateness being reviewed. It was also revealed that the Yerrangbin consultants were in discussion with the firm designing the apartment estate behind, so, presumably, this First Nations theme was extending to this area too.

Was there an intention to reduce potential, community criticism of and current hostility to the overall design for the new West Basin by the choice of theme? The pre- commitment to the Park theme did not reduce this possible interpretation given no explanation had been provided as to why this theme had been selected. We suggested 'authenticity' was one obvious antidote to perceptions of tokenism.

It should be clear that the Guardians are not necessarily objecting to this theme, however, it has not been justified for this site or there been previous consultation or public discussion on it as far as we are aware. So, a pre-commitment to it by the CRA for this community park was a surprise and precludes debate over it and consideration of other possible themes.

There was extensive criticism of the boardwalk too, even though now installed, and disappointment expressed that it had been completed. Various remedies to this situation were suggested and discussed to reduce the negative and hard-edge aspects of this boardwalk which was intended to hang over the Lake's edge. This was on the basis of public and animal safety, riparian wildlife access- to-the-bank issues and the reality of conflict between users such as walkers, e-bikes/scooters, and bicycles. We also note that complaints have been raised on conflicts with vehicles and bike riders in

Henry Rolland Park. Proposals to mitigate the problems of the hard edge included the introduction of vegetation or, the more difficult, having breaks in the boardwalk. There was no recognition of the 'naturalising Lake' and the management of watercourses by 'wilding' with this boardwalk installation. This is despite a progressive process being undertaken elsewhere in the Canberra urban area by the ACT Government currently to actively soften water edges and the shape of water courses for sound water flow management, and environmental and aesthetic reasons, where there are, at present, straight, inappropriate concrete culverts or drains.

There was shock too from the realisation that it was the CRA's intention to remove 30m of the 55m of the prescribed public access Lake edge with another hard surface, a road, albeit a local road although this is no consolation. This is a significant reduction in the 'Park' and should not be contemplated.

Although, the Waterfront Park was the zone fronting the apartment estate, there was unfortunately very little discussion of this area and how the design of both would be integrated. Again, the CRA was slicing the overall West Basin project into parts where discussion of both of these parts would otherwise have aided and benefited the whole, completed, joint product.

Another contextual issue was raised – if the First Nation theme was adopted here the relationship of this Park with this theme and the planned, major Ngurra precinct on the other side of the Lake, needs to be recognised and resolved in any Waterfront Park design.

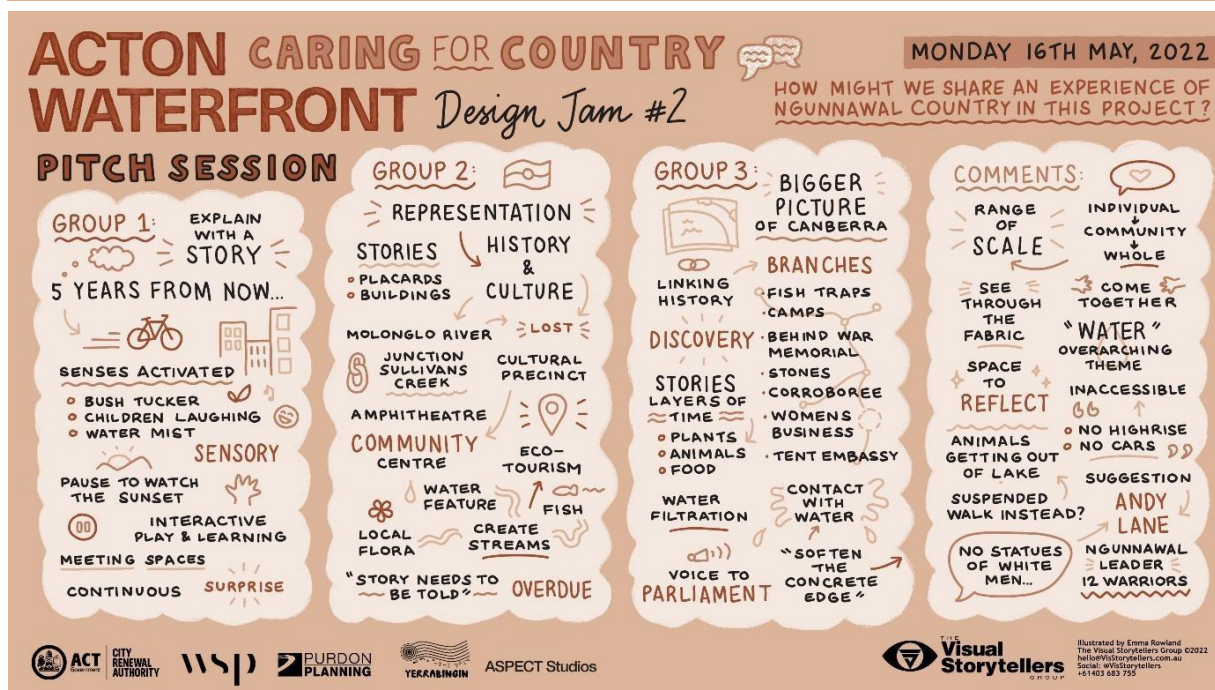
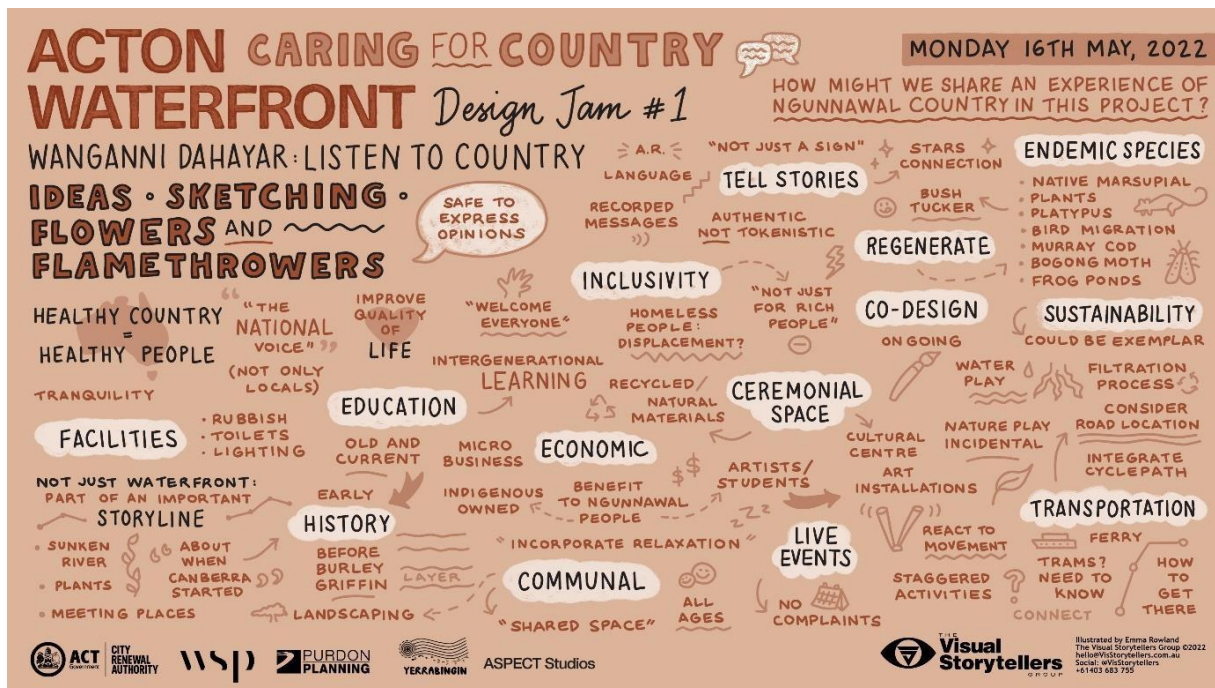
Similarly, stormwater and drainage issues arising from Parkes Way (and New Acton beyond), and the future apartment estate, were little discussed, although it was apparent that filtration (to remove contamination and debris) and major drainage lines would necessarily have to occur close to or within the Park before the water was allowed to enter the Lake. Had this been dealt with before the boardwalk been installed? If so, why was it not revealed at the Workshop?

A point raised and apparently not previously considered by the CRA was the notion that the Park could be seen as a Lake-edge transit zone between Lakeside attractions and more distant landmarks and what might be the design implications of this. Or was it being seen only as a destination in its own right? (What are its focal nodes if any?) If so, what would attract people and how would they get there? The light rail, if and when it extends down to a stop adjacent to West Basin, is likely to be grossly inadequate as a delivery mechanism except for the casual visitor. At other times when events occur here or in Commonwealth Park considerable parking would be required. How is this being provided for? Presumably it is not in this Waterfront Park. There is a need, for example, half a million people attend Floriade which seems to be continuing in Commonwealth Park from this year.

It is understood that, in relation to two of the Workshops, the first and third, they did not appear to be representative or to be well-attended considering the CRA's stated intention. Also, that the CRA CEO repeatedly used the term for the development behind the public access area as an 'urban village' but the view expressed by those attending the third Workshop was that this should only be public buildings.

It is noted that some of these issues have been acknowledged in the record of the Workshop we attended but also in the later two, but not all.

Appendix 4 – Visual notes from workshop sessions



ACTON COMMUNITY GROUP WATERFRONT Engagement WORKSHOP

TUESDAY 17TH MAY, 2022

WE ACKNOWLEDGE THE NGUNNAWAL PEOPLE, THE TRADITIONAL CUSTODIANS OF THE LAND ON WHICH WE GATHER.

WHAT COULD IT ADD TO THE EXPERIENCES AROUND THE LAKE?

VIEWS OUT
"THE WALTER BURLEY GRIFFIN CONCEPT"
DIVERSE/ LGBT ETC INPUT
CANNBERRA IS A RESETTLEMENT AREA: CONSIDER
INSPIRATION FOR ARTISTS
"A PHOTOGRAPHER'S DREAM"
BRIDGE TO NOWHERE
"A SPECIAL PLACE"

CITY CONNECTION
PROXIMITY NOT ACCESSIBILITY
ALL TIMES OF DAY
NEED TO EXPRESS PRIOR HISTORY = UNDERSTANDING
EVENT OPPORTUNITIES

PERSONAS: WHAT MAKES IT A GOOD EXPERIENCE FOR THEM? AND WHAT COULD MAKE IT A 'GREAT' EXPERIENCE? BE AWARE OF ASSUMPTIONS.

ALEX
COFFEE: POST ON SOCIALS
KAYAK
"PADDLE BY" CAFE
INTERFACE WITH WEST BASIN
CHOICES / OPTIONS
"NOT JUST A BLUE COLOUR FILL..."
WATER
SOLITARY OR GROUP
ANU STUDENTS
"STUDY PICNIC"
COMFORT: SEATING/ DESKS
WIFI/ POWER
FLEXIBILITY OF SPACE

RAJ
ENGAGEMENT WITH LOCALS: INFO KIOSK
VISITOR
BACK YARD CONCERT SERIES
SIGNAGE... BUT IT SHOULD BE
ENRICHING INTUITIVE
DIVERSITY OF EXPERIENCE
ASH NON-TRANSACTIONAL SPACE
TEEN
"CREATE A MEMORY"
COMBINE WITH TECH
INTERACTIONS: E.G. SKATE PARK
RISK



CITY
RENEWAL
AUTHORITY

wsp

PURDON
PLANNING

YERKABINGIN

ASPECT Studios

Visual
Storytellers

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ACTON COMMUNITY GROUP: PERSONAS WATERFRONT Engagement WORKSHOP

TUESDAY 17TH MAY, 2022

WE ACKNOWLEDGE THE NGUNNAWAL PEOPLE, THE TRADITIONAL CUSTODIANS OF THE LAND ON WHICH WE GATHER.

LETETIA + THE GIRLS

PLACES TO "MEANDER"
SERENITY
NON-LINEAR
AMENITIES
TOILETS
GENDER NEUTRAL
CLEAN
BINS
DRINKING WATER
CAFE: CHEAP GRUB
NEED SPACE
GOOD LINKS BACK TO CITY
MAPS FOR VISITORS
COMMUTER VS LEISURE USE

BERNIE + BUSTER

RESTING POINTS
SHARED ZONES
COMFORT & ACCESSIBILITY
WIDE STEPS
NO GRAVEL
REFERENCE POINTS FOR TIMINGS
MIX
DEPEND ON FEELINGS
DOGGIE BAGS
SENSORY GARDENS
COMPOST
RECYCLING
WORK SHOPS
WELCOMING COMMUNITY CENTRE
BOOKED BY DIFFERENT GROUPS
WEATHER
SOCIAL CONNECTION
ACCESS

JONTI AND FAMILY

ENCLOSED PLAYGROUND
BOUNDARIES
USE TECHNOLOGY
E.G. BIKE / PHONE CHARGER
TEMPORARY ART
WATER PUMP PLAY
BUSKERS
FACILITATE INTERACTIONS
BEACH AREA
LIMINAL ZONES
LEARN
SENSITIVITY TO NEEDS
- APP TO LISTEN
CULTURAL EXCHANGE
MAKE SPACE THEIR OWN
LARGE SCREENS

SKYFIRE: CRACKER NIGHT

"NOT GOING TO SEE MUCH!"
SPREAD TO NEW AREA
(IN CENTRAL BASIN)
GET IN + GET OUT
SHADE
GRASSED AREAS
PARKING
UBER
INCLUSIVE SPACE
SIGNAGE
PROGRAMMED ACTIVITIES
FERRY STOP
MEMORIAL STORIES
BIGOTRY
NOT WELCOME
= SAFETY
PARENTS ROOM
NOT "FEMALE" ADJACENT



CITY
RENEWAL
AUTHORITY

wsp

PURDON
PLANNING

YERKABINGIN

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ACTON WATERFRONT

STAKEHOLDER Engagement WORKSHOP TAKEAWAYS

TUESDAY 17TH MAY, 2022

WE ACKNOWLEDGE THE NGUNNAWAL PEOPLE, THE TRADITIONAL CUSTODIANS OF THE LAND ON WHICH WE GATHER.



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ACTON WATERFRONT

GOVERNMENT STAKEHOLDER Engagement WORKSHOP

TUESDAY 17TH MAY, 2022

WE ACKNOWLEDGE THE NGUNNAWAL PEOPLE, THE TRADITIONAL CUSTODIANS OF THE LAND ON WHICH WE GATHER.



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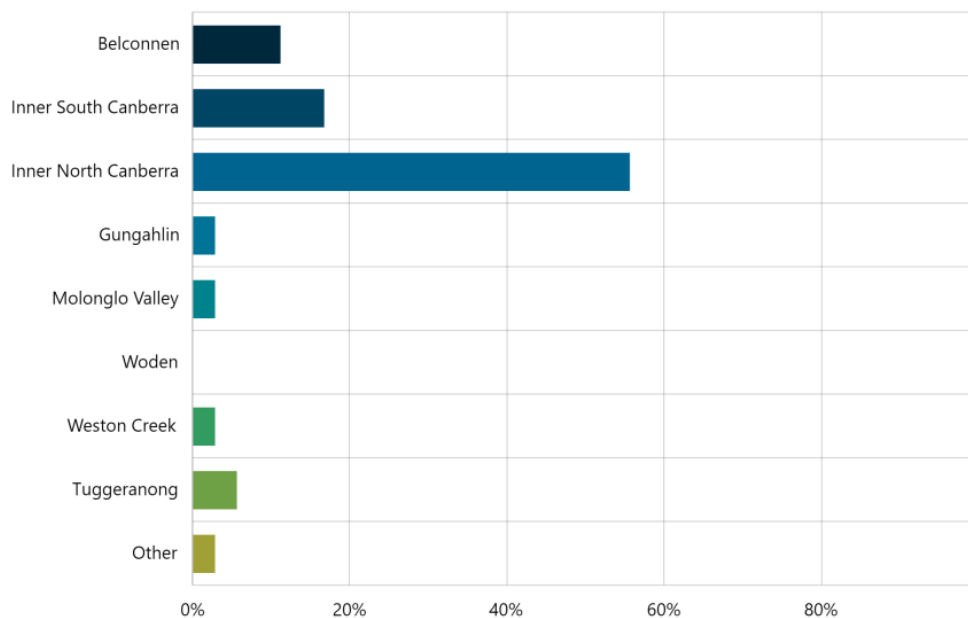


Phase 2 engagement

Appendix 5 – YourSay survey results

1. What region do you live in? Required

Select Box | Skipped: 0 | Answered: 36 (100%)



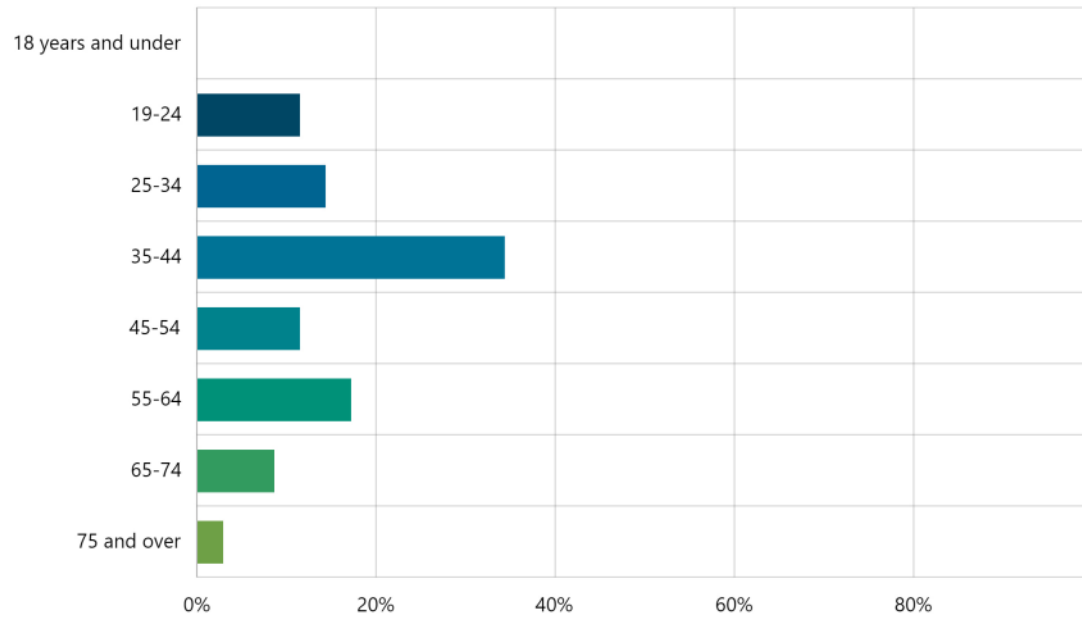
Answer choices	Percent	Count
Belconnen	11.11%	4
Inner South Canberra	16.67%	6
Inner North Canberra	55.56%	20
Gungahlin	2.78%	1
Molonglo Valley	2.78%	1
Woden	0%	0

Weston Creek	2.78%	1
Tuggeranong	5.56%	2
Other	2.78%	1
Total	100.00%	36



3. What is your age?

Select Box | Skipped: 1 | Answered: 35 (97.2%)



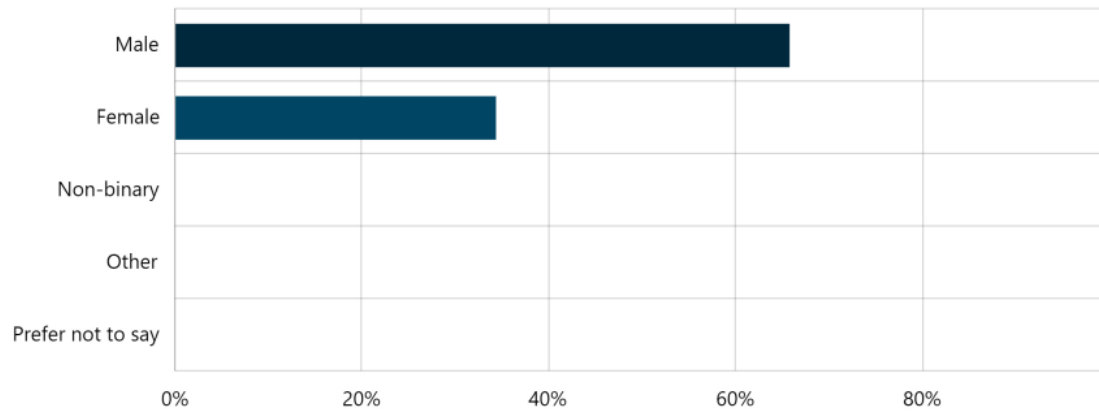
Answer choices	Percent	Count
18 years and under	0%	0
19-24	11.43%	4
25-34	14.29%	5
35-44	34.29%	12
45-54	11.43%	4
55-64	17.14%	6
65-74	8.57%	3
75 and over	2.86%	1
Total	100.00%	35





4. Which of the following best describes your gender?

Select Box | Skipped: 1 | Answered: 35 (97.2%)



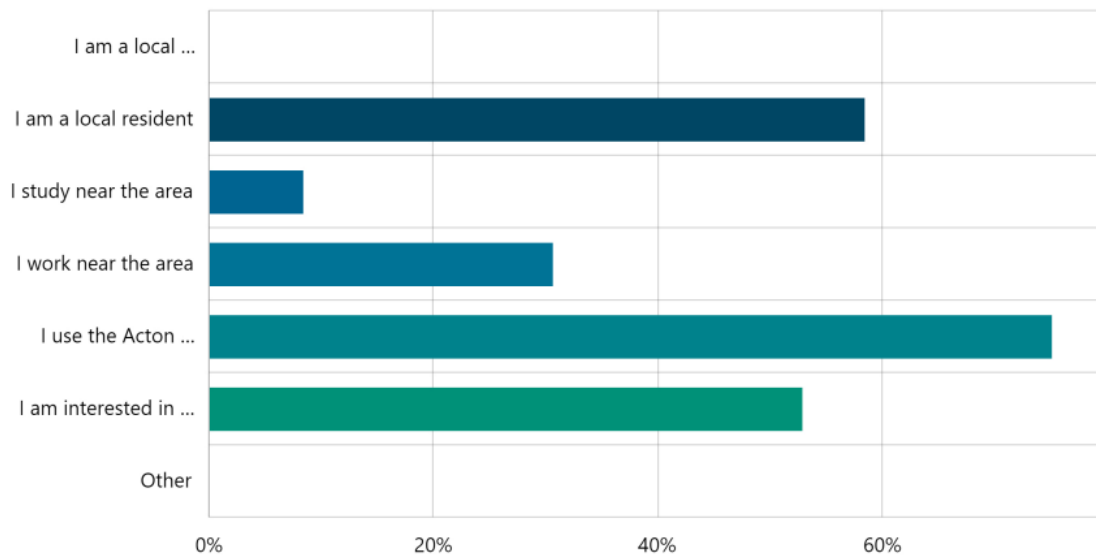
Answer choices	Percent	Count
Male	65.71%	23
Female	34.29%	12
Non-binary	0%	0
Other	0%	0
Prefer not to say	0%	0
Total	100.00%	35





5. What is your connection to the Acton Waterfront project? (You may choose more than one) Required

Multi Choice | Skipped: 0 | Answered: 36 (100%)



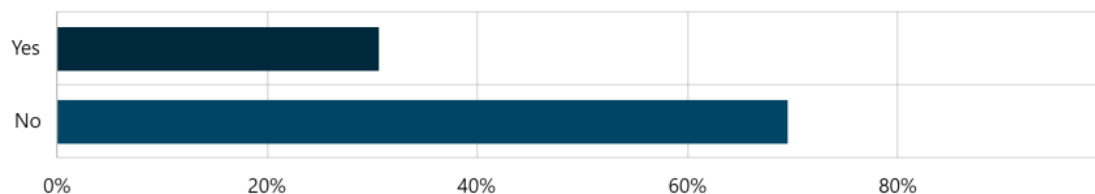
Answer choices	Percent	Count
I am a local business owner	0%	0
I am a local resident	58.33%	21
I study near the area	8.33%	3
I work near the area	30.56%	11
I use the Acton Waterfront area frequently	75.00%	27
I am interested in development on the Waterfront	52.78%	19
Other	0%	0





6. Were you involved in the Phase 1 and 2 consultation for the park design? Required

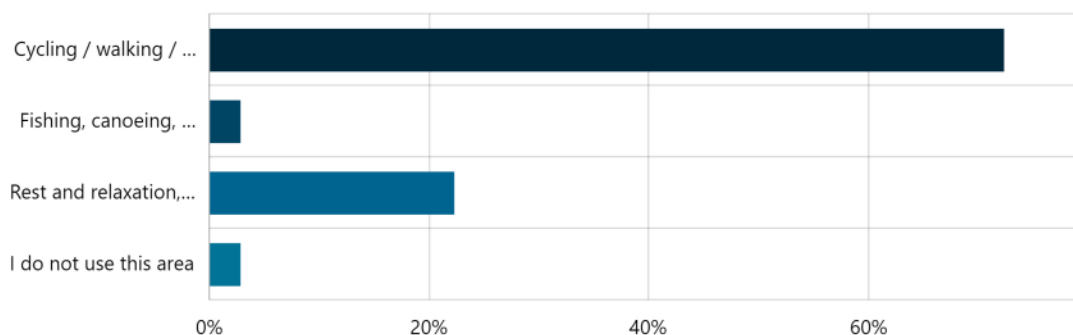
Select Box | Skipped: 0 | Answered: 36 (100%)



Answer choices	Percent	Count
Yes	30.56%	11
No	69.44%	25
Total	100.00%	36

7. How do you currently use the area where the future play space will be? Required

Multi Choice | Skipped: 0 | Answered: 36 (100%)



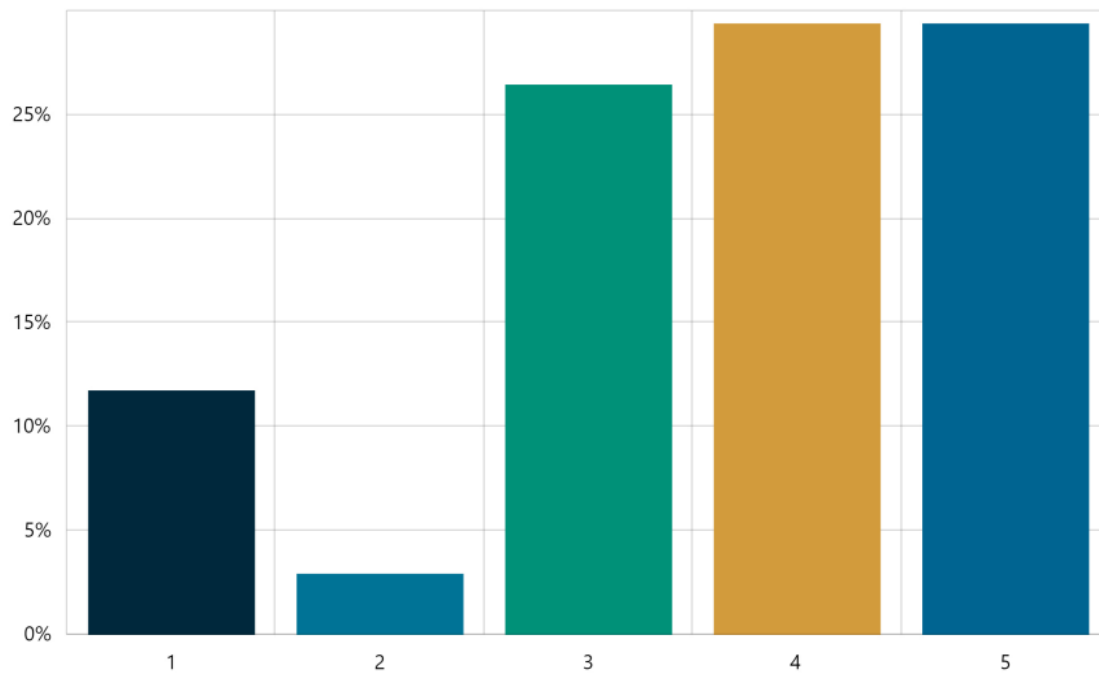
Answer choices	Percent	Count
Cycling / walking / running	72.22%	26
Fishing, canoeing, sailing or other water-based activities	2.78%	1
Rest and relaxation, reading or simply observing the natural environment	22.22%	8
I do not use this area	2.78%	1
Total	100.00%	36





8. Based on the revised plan, how well do you think these themes have been incorporated? Required

Rating | Skipped: 2 | Answered: 34 (94.4%)



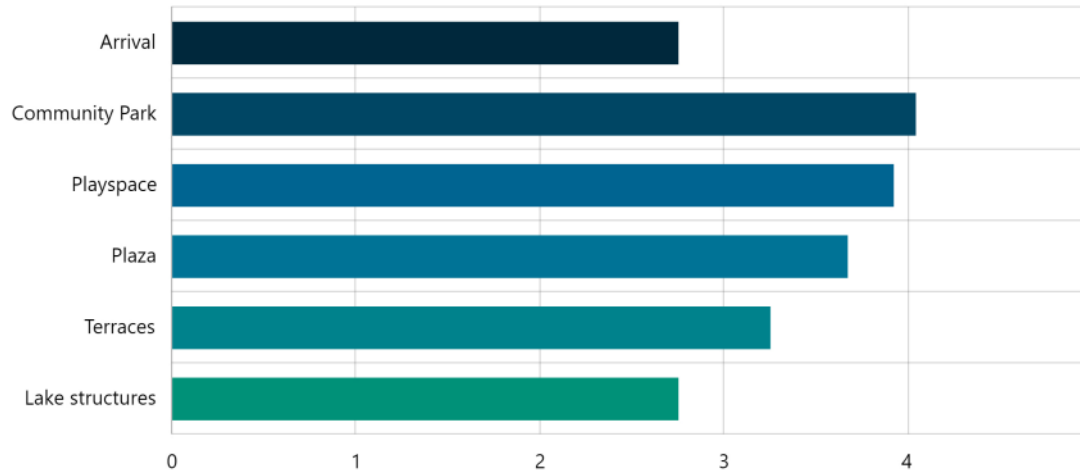
1	2	3	4	5	Count	Weighted average
11.76%	2.94%	26.47%	29.41%	29.41%	34	3.62
4	1	9	10	10		





9. The construction phases consider interdependent service upgrades and budget constraints. Tell us which stage is a priority to you by selecting the stages below the image and dragging them across in order of preference from 1-6.

Ranking | Skipped: 12 | Answered: 24 (66.7%)



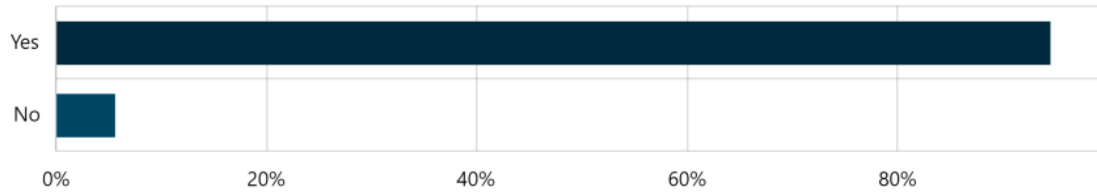
	1	2	3	4	5	6	Count	Score	Avg Rank
Arrival	17.39% 4	0% 0	13.04% 3	13.04% 3	34.78% 8	21.74% 5	23	2.75	4.13
Community Park	21.74% 5	30.43% 7	17.39% 4	8.70% 2	21.74% 5	0% 0	23	4.04	2.78
Playspace	25.00% 6	16.67% 4	20.83% 5	16.67% 4	4.17% 1	16.67% 4	24	3.92	3.08
Plaza	8.70% 2	30.43% 7	21.74% 5	21.74% 5	8.70% 2	8.70% 2	23	3.67	3.17
Terraces	17.39% 4	13.04% 3	21.74% 5	8.70% 2	17.39% 4	21.74% 5	23	3.25	3.61
Lake structures	13.04% 3	8.70% 2	4.35% 1	30.43% 7	13.04% 3	30.43% 7	23	2.75	4.13

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.





10. Our current designs feature two public toilet blocks and these are designed to be gender neutral, accessible and will provide changing facilities for parents. Do you support our approach to provide amenity for all users? Required
Select Box | Skipped: 0 | Answered: 36 (100%)



Answer choices	Percent	Count
Yes	94.44%	34
No	5.56%	2
Total	100.00%	36



Appendix 6 – Longer-form submissions

Submission 1 – Traditional Boat Squadron of Australia

Thank you for organising the consultation tour on 19 July 2022. You requested lake users provide a written submission: this represents the views of the Traditional Boat Squadron. Please consider this in conjunction with earlier submissions on this matter, in April and September 2020.

We are pleased that the City Renewal Authority is acting to incorporate facilities for small vessels to access Action Waterfront and to seek the views of users for the design of mooring facilities. And we were impressed with the enthusiasm expressed by Authority staff and contractors on the day for the incorporation of these facilities. We note that the government has not yet committed funding and approvals for these facilities, and ask that this be a priority.

It is important to point out the omission in the Acton Waterfront Place Plan in which there is no reference to small boat crews accessing the precinct, and the important role that boats play in adding to the ambience and attraction of a shore-based destination to visitors. The lake has been used for recreational and commercial purposes for 60 years. The current plan has a strong shore focus; we would recommend this omission be corrected. By the way, the same omission happened with the design and construction of Kingston Harbour, and so far there appears to be no enthusiasm by the ACT government to correct this omission.

The following points focus on infrastructure. The design and location of mooring facilities should take into account:

- exposure to winds: in the spring and early summer the winds are strongest and during the day are from the NW and west. There is more protection from these winds towards the northern section of the boardwalk;
- water depth: with a minimum depth of 1.5m, there is plenty of water depth adjacent to the boardwalk to cater for vessels of all sizes wishing to come alongside the boardwalk, with appropriate facilities, even with seasonal and planned changes in lake water levels;
- there should be spatial separation between larger vessels (eg the large commercial ferries) and smaller recreational vessels, for safety reasons and to avoid disputes
- floating pontoons are the most efficient and safest infrastructure; and
- large and small vessels cannot always tie-up safely along the same pontoon, due to large differences in freeboard (height above the water)

We recommend:

- The installation of two pontoons, one for large vessels and one for smaller vessels, perpendicular to the shore, secured by piles, and connected to the boardwalk by a gangway.
- The large section of sheet steel piling located in the middle of the boardwalk to provide deep water access is a logical location for the larger vessel pontoon.
- The smaller vessel pontoon should be located north of this position. This pontoon could be about 50 metres long, 2 metres wide, with cleats located on either side at 3m intervals, and with lights. It should be about 25-30 cms above the water and the edge protected with soft fenders.
- Consider installing protection on the edge of the concrete boardwalk (not fenders) to prevent damage to the boardwalk, because there will be boats that will try to tie alongside, even when they should not, and even when there are no cleats! This may not be an issue; just a possible risk.



Feel free to contact us if clarification is required. regards

[Redacted signature]

Commodore - Traditional Boat Squadron of Australia

Submission 2 – Lake Burley Griffin Guardians



City Renewal Authority
cityrenewal@act.gov.au

ACTON WATERFRONT BOARDWALK

LBGG COMMENTS

These comments arise from the LUG site inspection of 19 July 2022.

Commonwealth Heritage Listing (CHL) of Lake Burley Griffin (LBG) and Adjacent Lands implications

Since 8 April 2022 the boundary of this listing, in the area of West Basin, is to the 'hard edge' of the Lake or the 'normal Lake level'. This could be interpreted, technically, as the listed-place boundary here, being the extent of the Lake water that reaches to two metres under the newly installed Boardwalk.

It was learnt from the recent LUG site inspection that the Lake water extends 2m beneath the Boardwalk. This means the boundary of the CHL extends this far too based on the 'hard edge' of the Lake in the formal Boundary Description.

This would mean that Acton Waterfront related jetties, pontoons installed in the Lake, the Boardwalk itself, above that two metres of water, elements installed on the Boardwalk, whether inside this boundary or outside, could potentially trigger the provisions of the EPBC Act. Actions immediately adjacent or more distant actions outside a CHL boundary may also significantly adversely affect the CHL values. These might be actions, for instance, that adversely affect vistas or views, or actions that may cause a deterioration of the Lake's natural environment by poor quality of storm water allowed to enter the Lake.

The new, hard Lake edge here, provided by the boardwalk, eliminating the riparian zone of wildlife activity should have been assessed in the previous NCA Works Approval and EPBC Act referral process although it may not have been. It is certainly inconsistent with the current HMP for the Lake and Adjacent Lands in its likely adverse impact on the natural environment here. (See, for instance, Policy 1.11, particularly, 1.11.3, 1.11.5 & 1.11.6 where there is no recognition that any percentage of Lake foreshore is capable of being sacrificed – it is an absolute policy of conservation and management of habitat values and natural heritage values.) Any future intention to extend the boardwalk needs to take this into account.

A further implication of the CHL entry of the Lake and Adjacent Lands is that the previously commissioned *Lovell Chen: Heritage Impact Statement West Basin Foreshore Development, Stage 1A (Sept 2015)* prepared for the Land Development Agency that might still be considered to be a useful document, despite its inadequacies from our perspective, is now seen to be more inadequate if it is being used to inform on likely heritage impacts as the listing creates a new statutory baseline for any works in this area. (For instance, it explicitly, does not address potential natural environment impacts.) There is little evidence at present that the CRA has taken this into account.



Technical heritage advice on CRA liability, including from the NCA and the Commonwealth Department of Climate Change, Energy, the Environment and Water, will need to be on the impacts of any proposed works in the Lake and adjacent zone and what approvals/referrals may be necessary under the National Capital Plan and the EPBC Act. This relates to any future works, of course, rather than those that may have already gone through such legal processes.

Boardwalk lighting

It was noted at the inspection that the currently installed boardwalk lighting, presumably only for pedestrians, is somewhat heavy handed. It is similar to that already installed on the edge of the Lake on the eastern side of the Lake edge on the other side of Commonwealth Avenue Bridge where it is also, similarly overdone.

Any view of the Lake is now seen through a forest of black poles – they are installed at too frequent intervals and may have been less intrusive if set at less frequent intervals. Of course, safety for pedestrians is a consideration but it is believed this level of safety could still be achieved without poles and with lights set at ground level without the current unfortunate, visual intrusiveness, particularly in daylight.

Will there also be additional lighting on the proposed road inside the Park?


Stormwater filtration and outlets

The creation of a 'city beach' at the current western end of the boardwalk, seemingly, primarily for triathlon users and families, and adjacent to the major stormwater outlet for (only?) West Acton seems unwise. This dangerous proximity of functions relies, unsafely, on 100% effectiveness of stormwater filtration/treatment 24/7. Will there be real time or daily water testing instituted here?

Hard surfaces

The landside edge of the future road will be 35m from the landside edge of the boardwalk so creating, perhaps with some small gap between, a large expanse of unfortunate, hard surface of boardwalk and road. The much-touted, public amenity of the Waterfront Park is losing out again, particularly as the expressed design concept for West Basin development was the removal of carparks, car use and a heavily vegetated Park between the Lake and the apartment estate (now presented as 'a mixed-use precinct') with its grid of roads behind. How is the grade separation for the safety of users of bicycles, e-scooters, motorised vehicles and the expected pedestrians to be achieved within and across these various corridors?

The boardwalk designed to overhang the Lake by two metres, as we were informed, sounds quite a risky gamble in terms of public and animal safety. Small children, dogs and wildlife that fall or jump into the Lake (not uncommon) will be unable to find their way out, trapped under the boardwalk, let alone be seen (or heard?) beneath this overhang. Needless to say, they would not be able to use any ladders installed at the boardwalk edge to pull themselves to safety, particularly if they find themselves at a distance from the new beach even if they were aware it was there. Relying on occasionally placed safety apparatus also seems high risk, particularly of little benefit to animals and only available, in any case if the distressed and drowning are observed early.


Vice Convenor
8 August 2022

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8 August 2022

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ACTON WATERFRONT AND ESTATE COMMENTS

Dear City Renewal Authority

The following comments are informed by both participation in the CRA Workshop of 26 November 2022 and available, online information.

Key concerns

The following long list of concerning issues, connected to both components of this West Basin endeavour, emphasise, yet again, the overall project's bad design and obvious lack of financial viability.

The following seriously undermines the venture and which a major recasting is unlikely to fix as they are all tied to the CRA's vision of 'success':

- as the Guardians have consistently indicated for years, this proposal represents an egregious and unjustified loss of public space in a densely populated area close to the City centre;
- the thin public domain at the Lake's edge, including a road, and its other crowded elements with a token Indigenous theme;
- coupled to an also very congested estate, clearly driven by a very strong, ACT Government financial imperative;
- with extremely expensive, but critically needed, Parkes Way crossings, requiring fill across the entire development site;
- vista-blocking buildings along the critical Parkes Way and Commonwealth Avenue edges;
- likely conflicts between the expected 10,000 visitor events, and the up-market residences;
- no explicit affordable or social housing requirement;
- extremely limited parking for visitors;
- an honest Business Case, currently unavailable, that includes the earlier stages of the West Basin project, is essential to determine the real financial viability of the project;
- the recent Auditor-General's report on the ACT Government's performance at West Basin, in terms of the early stages of the Waterfront project, emphasises our concerns with the capacities of the Government to deliver what it promises to provide, through a high standard process of professional management, integrity and quality - that which the community expects - or will it continue to mismanage and disappoint?
- multiple other issues (the detail and implications of some is not known); and
- overly long development delivery times.

Recommendation

However, the Guardians recommend a development moratorium to provide space to consider an independent, overall, deep, project review with a seriously critical exploration of any potentially ongoing issues identified by the Auditor-General (in the extended contract and its variations for the boardwalk) and similar, overall concerns, is otherwise essential to ensure confidence in the integrity, fidelity and value of the project to the community.

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The Griffin Legacy

The consistency to the 'Griffin Legacy' of the proposed West Basin developments were proudly asserted by the CRA representatives at this Workshop and consequently challenged by participants because of the dubious qualities of this document produced to present commercial opportunities rather than the preservation of LBG's heritage and other qualities. It is not an appropriate standard to use for the conformity with the Walter Burley Griffin vision or success of the project so far and future proposals for this area of West Basin.

Griffin stated that his vision for the then future Lake was that it be surrounded by parkland. This has been ignored whilst other more commercial interests, based on highly selected, stretched interpretations of Griffin have been promoted.

The Guardians have repeatedly, over a long period, suggested to both the CRA and the NCA, that, whilst there was a portion of the area now proposed for the Park and the Estate dedicated to useful parking, the much neglected Acton Park should be revived with a proper maintenance programme and allowed to continue as a positive, green contribution to City recreation and valuable 'lungs' for the City. This is, unfortunately, not being realised.

The CRA's (and before that, the LDA's) exceedingly inadequate performance in delivering the early stages of this development, as documented in the Auditor-General's Report, *Procurement and Contracting Activities for the Acton Waterfront Project No 5/2022*, do not create a positive feeling either in us or the community for the site and its development. The Auditor-General said, in part, that the procurement lacked transparency and the contract was poorly managed. The ACT Government has not reacted with great positivity and meaningful demonstration of changes in approach or bureaucracy to this damning report. The Guardians have little confidence in its future performance at West Basin but hope that improvements can be made in project design, management and outcomes.

The Park

The Park would be mostly given over to Indigenous themes, including a Welcome to Country site at the southern end, Ngunnawal interpretive areas, endemic and resilient plantings, and a raised bush tucker area at the northern end (near the beach) all to be co-designed with the Ngunnawal Council.

The Guardians previous attendance at the Community and Key Stakeholder Workshops, 16-17/5/22, made obvious the apparent tokenism of the suggested Indigenous design elements (analogous to green wash) of the Park with little provided rationale for this theme or the lack of local Indigenous representation from the Ngambri. An Indigenous name for the Park is now also said to be under consideration.

The CRA defence of this lack of involvement, when asked, was a referral to the ACT Government policy on Indigenous consultation exclusively with the Ngunnawal, the use of the Sydney Indigenous consultancy, Yerrabingin, and advice sought from another Indigenous body which has some Ngambri involvement. This doesn't resolve this important, overriding, ethical question of the indefensible real lack of full and equitable Ngambri consultation.

The Park was described as 500m by 50m and including the road (Barrine Drive). This road inclusion was seen to be inappropriate by all community participants. The CRA representative at the

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Workshop suggested that this might be an area for further discussion, but, unfortunately, no promises were made. Any expansion of the Park is desirable as it will allow the many suggested inclusions to have more space – it does seem overly-packed at present.

The first stage of the Park (and the only part funded) is to build a raised berm on top of some of the gravel fill. This mound would need 18 months to settle, so this park will be unusable until around 2025.

Future stages would see progressive development of the landscape and construction of low scale pavilions for public toilets, cafes, etc. Overall, the project seems overly attenuated - the whole Park is expected to take ten years to complete. This delay is extraordinary, given the promises made. The community can be expected to be dissatisfied with this extended construction delay in providing appropriate waterfront access along this West Basin foreshore.

We have learnt that Acton Waterfront would host public events of up to 10,000 people. This is astonishing and perhaps this would not be expected without the facilities promised, so more than ten years away (presumably, plus a return of the parking function, now removed), but we wonder how the intended Estate residents will react to such large events at the edge of the promised Estate? It does not seem an attractive element in this presumed high-end, exclusive, enclave for both quiet living and streets, even with water views.

The Estate

The main feature of the Estate is the continuation of the road grid south of Parkes Way, a road bridge over Parkes Way (elsewhere called West Row) and two “green” foot bridges to link New Acton and the Estate. Some of these will come in at first floor level of the new buildings.

The Estate would be developed from the late 2020’s. We were told the Estate would take 30 years to build (a similar time scale as Kingston Foreshore) and there is a debate within Government about the ‘delivery model’, whether it would be Government led or by ‘a future buyer’. Depending which model is chosen, additions may be required to the National Capital Plan.

The associated infrastructure costs to create a satisfactory Estate (roads, public spaces, bridges, and services) are huge and rising so it does seem likely that it may never be fully delivered.

Examining one area - the viability of the development is questionable with the extra costs previously, officially estimated for bridging Parkes Way (now abandoned), ranging from c\$100m-\$900M depending on the number of crossings proposed. This high cost was acknowledged as an issue, particularly when compared to the usual (lower) infrastructure costs of establishing a suburb elsewhere in the ACT.

When asked if they would produce a Business Plan, CRA representatives agreed it would be done (next year), however, it was made clear that would only relate to this stage of the works not earlier phases such as Henry Rolland Park, the Lake-infill and the Boardwalk.

This approach, in our view, and probably of the reasonable person, will give a false impression of the public cost of the project as these preliminary items all underpin the actual Estate construction – it would be much less viable without these patently linked earlier and expensive stages. An honest Business Case needs to include these preparatory costs, not just the project stage/s to come.

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To achieve an appropriate grade for these bridges, we were advised by the CRA representatives, the whole of the Estate area would need to be raised. This is important because it adds to the time and cost, means all the mature trees in the carparks are likely to be condemned, means there will be undesirable 'basement' development and potentially increases in the apparent or actual height of buildings.

The buildings on Commonwealth Avenue would be among the first constructed. Vague mention was made at the Workshop of 1000-1200 gross floor area and them being five storey commercial. What is the actual situation proposed? How can the community make an evaluation of this component? Also, what will be the impact on travellers heading south on Commonwealth Avenue and currently available vistas across the Lake to the Brindabellas following the construction of these 25m buildings? The proposed infill across the Estate will raise the RL of these (and other Estate structures), and further reduce the vistas.

Access to the site is limited by the few through-streets and the buildings on Commonwealth Avenue, and also those on Parkes Way, will understandably obscure the site and not just the vistas beyond.

Signalised intersections and changes to the southern off-ramp between Commonwealth Ave and Parkes Way will increase congestion on Commonwealth Avenue and destroy its long-appreciated intent and quality, including in the National Capital Plan, as a 'grand promenade' and appropriate entrance to the heart of the nation.

There will be a triangle-shaped public park or plaza within the Estate opposite the waterfront (which would be about the size of Green Square Kingston). It is not clear whether this small park is intended just for the residents. To the west of the Estate there is intended to be, primarily, low profile sites for educational and cultural use (linked to ANU and the NMA) with no plans available at this point for community consideration, but the desirability of the more fundamental issue here of extra structures was not considered. At this stage, there is only limited public space overall - waterfront park and a plaza - and no details of identified, public institution/s or community facilities for which people don't have to pay.

It was said that the NCA considered that there was no need for an aquatic facility here so none were now proposed. This is good news but, confusingly, we were told that the NCA was 'looking at' putting an aquatic centre 'somewhere in Commonwealth Park'. Although not being pursued further at West Basin, we will be following this up with the NCA.

The Estate is now promised to comprise 940 dwellings plus 20,000 sq m gross floor area of commercial. It appears that the buildings facing the waterfront and the plaza/park will be primarily residential with commercial on the ground floor (e.g. Kingston Foreshore) and active frontages facing the thoroughfares and water. The Estate is still too big, compacted and counter-productive – developers will develop to the edge of their allotted spaces to maximise profits, leading to an overcrowded and unfortunate development, despite the great effort and many millions expended.

We were told, repeatedly, that the CRA board had a very high desire to achieve quality and sustainability, with 70% solar orientation and 60% natural ventilation, and 'scope' for three storey townhouses and 'six star' green aspiration. Whilst there is no evidence of 'quality' so far, there was also another element missing which was intriguingly mentioned by the CRA - the desirability of including affordable and social housing. However, no commitment was made to the percentage of

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this or manner of implementation. Why? Cynically this might suggest a limited commitment to social housing here because of tension with profitability. It seems unlikely that this social objective will ever be achieved.

The CRA Board has apparently 'directed' that the development is not to 'challenge' the NCP, for instance, in building heights. This was also taken to mean, by the CRA staff present at the Workshop, that the 50m width requirement for the Waterfront Park should not be exceeded. The reality suggested by participants was that this was a minimum requirement not a maximum. It did seem to those present that this CRA limit was likely to be so as not to limit the profitability of the Estate development. Related to this was the movement of the road to being outside of the Waterfront Park which was seen as highly preferable by the participants.

When the parking issue for events in, for instance, Commonwealth Park (eg Floriade and music festivals) or others within the Acton Park arose, it was suggested by the CRA that, at least temporarily, in the early stages of the Estate development, this parking pressure might be eased by the construction, temporarily, of a multi-storey carpark on one of the residential blocks. It is not clear why more permanent provision for event parking is not being made given that events are not only actually intended to occur within the Park but will be in the immediate vicinity of West Basin in the future as now. Parking is insufficient and at maturity, parking will be otherwise mostly private, high cost and inside buildings, so less desirable and available for public use.

The presenters of the Workshop were told they had missed an opportunity by not allowing bus parking for school children visits to the ACT to use the site for Ngunnawal cultural orientation. The CRA representatives said that this hadn't been considered but would be now. It is hoped that this idea will be carried through in the future planning.

It was said that the CRA was to make a presentation to the NCA Board in February 2023 on the Estate development. An issue for the CRA was explained as: would the planning be inserted into the NCP or just be an ACT Government delivery issue? There was no detail provided of the implications of either of these options to reveal to the community how significant they are, so as to initiate a preference at this useful early stage of planning.

Because of the need for infill under the Estate the ACT intends to build retaining walls on the south side of Parkes Way. This will turn Parkes Way into a canyon of cars and trucks, a consequence of the grade difference between the sides of the road and the need to bridge it to improve access to West Basin - it will not be a desirable outcome for this major roadway.

[Redacted signature]

Vice Convenor
10/12/22

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Submission 3 – Pedal Power

To: City Renewal Authority – cityrenewal@act.gov.au

From: [REDACTED] – Pedal Power ACT Advocacy Group

Acton Waterfront Development Proposal & Acton Waterfront Place Plan – comments

The Proposal and Plan are treated as one thing from the point of view of the use of the area by people riding bikes.

The proposals should be considered and presented in the wider context of their locations and the active travel routes through the area. They do not appear to have considered the large volume of cycle traffic through the area that is likely to come as the city grows. Consequently, we are quite concerned about the provisions for active travel, particularly for commuters and the connections into the city and beyond.

The designs for bicycle route and paths should be in accordance with TCCS design standards MIS05 and the Active Travel Practitioner Tool maps to understand the context of this location in the network of active travel routes. There should be a proper overlay of active travel infrastructure as given in the Practitioner Tool with the cycling infrastructure proposed. That Tool shows (see image) the 'principle cycle routes' (blue) through the site and the connections into Civic.



The Acton Waterfront Park – Community Engagement Concept Design 28.10.2022 contains this concept design sketch (copy below) showing the ultimate scheme proposed ‘cycle connections’ (green lines), the proposed ‘pedestrian connections’ (brown lines) and indicates elsewhere that the cycle connections proposed would be ‘separated cycle lane’, fully separated from the roadways, and 3.5 m and 3.0 m wide. https://www.act.gov.au/_data/assets/pdf_file/0007/2099185/20221031-Acton-Waterfront-Park-Concept-Design.pdf



The documentation says that the development will provide: segregated path for cyclists; footpaths, shared paths and cycleways with generous proportions; strong ties between the city and lake through an engaging journey; a coherent precinct and continuous journey; streets that support a richness of human activity and social connection; barrier-free movement for people of all ages and mobility levels; and footpath diversions in place for people to walk, run and cycle around the West Basin during the entire construction period. We look forward to see those features being fully implemented in the final design and construction.

It is good to see that the dedicated 'through-the-site' bicycle-only path through the site is well clear of the waterfront development. It must be designed as a high speed through route in accordance with the TCCS design standards MIS05 for 'bicycle-only paths' suitable for two-way traffic. As that trunk path will generate increased traffic in future years, have people riding in both directions, people commuting as well as recreating, people usually travelling at speeds greater than 20 km/h (often over 30 km/h), the optimum width is 5.0 m, and as a minimum they should be 4.0 m wide. Your proposal shows the path width as and 3.5 m and 3.0 m wide which is considered inadequate.

The 'through-the-site' bicycle-only path goes through Henry Rolland Park, that is a nice place, but a disaster from an active travel perspective. There is no intuitive path through the Park that links to



any of the cycling routes that arrive there from east or west, or off Commonwealth Avenue. It is important that the deficiencies in the Park area are not retained or repeated in the new developments. The proposed development should rectify the deficiencies in the Park and adjacent areas so that the 'through-the-site' bicycle-only path has a definite safe route through the Park and out of the area to the east and west.

Burrie Drive is shown as remaining and being extended into the waterfront development. The cross-section for that road shows separated bicycle-only paths adjacent thereto (only 3.0 m and 3.5 m wide rather than the optimum 5.0 m width). If those paths, at the greater width, are installed through Henry Rolland Park that should rectify the current major defect there. If not done, the current unsatisfactory layout in the Park will remain to the detriment of active travel by bicycle through the area.

The links from the 'through-the-site' bicycle-only path into Civic are less than desirable.

Currently the route from the foreshore area into Civic is across the narrow bridge into Marcus Clarke Street. Presumably, until the new bridge proposed across Parkes Way is constructed, that route will remain as the way into Civic and the new bicycle-only paths should connect to the existing bridge.

The new proposed cycle route into Civic shown through the Acton Waterfront Development parallel to Commonwealth Avenue would be satisfactory for people coming from the east. However, people coming from the west would likely not use that route and rather use one of the new roads shown to the west. Desirably the bicycle-only route into Civic should be attractive and suitable for people coming from either direction. Please relocate that route accordingly.

The 'pedestrian connections' are shown linking the waterfront area with Civic will be used by people riding bikes and should be designed as adequate shared paths. Signing them 'do not ride' or 'dismount' is will not work.

An important missing 'cycle connection' link in the proposal is that shown in the Active Travel Practitioner Tool map going from the west starting where the around-the-lake path crosses Lawson Drive, then goes across the top of the Parkes Way tunnel and adjacent to Edinburgh Avenue (along the north side) and connecting to the Civic Cycle Route. TCCS has plans for that path and its construction would improve the commute into Civic from the west and reduce the cycle traffic through the development site. Its construction should be included as part of the proposed development.

Currently there is an informal path from the City Beach area along the Lake shore to the National Museum of Australia. That path should be formalised as a shared path as part of the development to connect the waterfront development and the Museum. It would likely get a lot of use.

Within the Acton Waterfront area, the streets and lanes should be designed as shared places in which everyday life happens, including people riding bicycles. The documentation does not address the street layout or designs in that area.

It is important that there are adequate access points from the bicycle-only paths into the waterfront development area, but these not shown in the documentation. People will ride bicycle throughout the waterfront area and it should be designed accordingly.

Bike parking facilities within the waterfront development are important but not detailed. There is one mention in the documentation of a 'pit stop for bike parking'. Failure to provide adequate bike





parking will result in bikes being chained to trees, lampposts and the like. The next stage of the design should include details of the bike parking proposed to allow it to be scrutinised.

The existing bollards in Henry Rolland Park and at each end of the recently opened broad walk are less than satisfactory and considered hazardous. They do not conform with the TCCS design standard, are brown in colour, difficult to see (particularly where they are in shadow and at night), close together and set at an angle to the direction of travel of people riding bikes. Bollard use should be minimised and only installed after consideration of their necessity as outlined in the TCCS documentation for bollards. The existing and any proposed bollards should conform to the TCCS design standards.

The documentation mixes nomenclature of paths and lanes and that can make it unclear as to what is intended. The nomenclature should be as in TCCS standards for routes (eg, Main Community Route) and for the facilities that those routes are comprised of (eg, paths, lanes, etc.)



Submission 4 – Resident of New Acton

Acton Waterfront – Park Design and Estate Planning

Thank you for the opportunity to participate in the workshop on November 26 and to make further comments on both the waterfront park design and the early estate planning concepts.

Introduction

I make these comments as a concerned resident of New Acton, who overlooks the site, and as a member of the Lake Burley Griffin Guardians, who wishes to preserve the heritage and other values of the lake foreshore. I have been interested in the planning for this area since at least 2007 when the first public consultations were undertaken by Ian Wood-Bradley and Tanya Parkes for the Land Development Agency under the umbrella of the City to the Lake (CttL) project.ⁱ

Although I have participated in all stages of public consultations for CttL, West Basin, Henry Rolland Park, the Acton Peninsula Draft Structure Plan, City Plan, the Place Plan etc etc, unfortunately little has changed since the original CttL concept, except that much of the public benefit infrastructure has dissipated (e.g. the aquatic facility, the lowering of Parkes Way, the City Stadium, the ferry terminal and the Australia Forum). What remains is the same lake infill, promenade and narrow strip park, much the same city block design, and the same building heights, density and basic configuration.

Specific suggestions

Despite the massive shortcomings identified further below, I wish to make the following genuine suggestions for improvement to the current concepts for both the park and the estate:

Waterfront Park

Include a co-designed women's art walk in the park, as per the ACT Greens platform published in the ACT Parliamentary and Governing Agreement, appendix 4.ⁱⁱ

Provide access and parking (or at least drop offs) for school children to visit the Ngunnawal interpretive elements of the park and include the waterfront in the National Capital Education Tourism Program. Over 165,000 school children visit Canberra each year and it is a major oversight not to provide for and encourage access to the site for this purpose.

Make the park bigger. The 55m setback from the lake edge in the NCP is the minimum not a maximum and it still includes the road, footpath and promenade. The park should be at least 80m wide and should include all the area of lake infill. The ACT should also guarantee wider public access across the whole West Basin (not 10m at Acton Peninsula as is in the Draft Structure Plan)

Ensure quality and thematic integrity of at least the standard of the Chinese Garden of Friendship in Sydney.

Take some things out. In my view, the CRA is trying to get too many things into the 3ha that is actual park and, given the cost over-runs to date, will inevitably have to cut back on the scale or quality of fixtures. This reduction in scope can be achieved by increasing the amount of informal landscaping for picnics, school visits and events and reducing the amount of hard and built landscape.

Put trees close to the promenade and make greater use of running water. The off-white cement promenade adjacent to the waters edge gives off too much glare and this needs to be softened by shade trees and vertical water features which will also aid cooling. Likewise, there needs to be more shelter from the winter winds which whip across West Basin.

Make the park pandemic friendly. COVID lockdowns demonstrated the need for quality open space for leisure and work. Make it so by increasing separation distances to encourage picnicking and outside working spaces and provide very fast public wifi access across the public realm.

Build a proper ferry wharf. It was in the original CttL plan. The currently planned landing places are too small and most are in shallow water.

1. Put depth markers on the waters edge. The Lake depth varies between about 5m and less than 2m adjacent to the site and this is dangerous.
2. Prohibit high-speed cycling and scooters on the promenade. This is already a problem and will cause conflict between pedestrians/strollers and the Tour de France wannabe's using the promenade as a short cut.
3. Increase linkages to the National Museum and ANU (one of the original concepts for the waterfront) by building wider pedestrian paths to NMA and ANU and encouraging the NMA to make better use of West Basin for installations and displays.
4. Think 'beyond food trucks'. Perhaps a specialised night market, but not noisy concerts. The Westside 'experiment' was a disaster and should not be repeated. Waterfront bars, fast food restaurants or a party district are not needed.
5. Likewise, make the park family friendly, not a party precinct, through high quality children's playgrounds (plural), expanding active play areas, including a fenced dog park, and limiting alcohol sales and consumption in the public realm.

The estate (including the plaza)

6. Include a significant public facility in the estate (not just at the water axis to the north end as is required by the NCP). This could house CMAG and/or the Nolan collection, for example.
7. Think very carefully about the 'delivery model' and prefer Government-led development over private or private-public partnerships and certainly don't repeat the experience of Kingston Foreshore where developer-provided public facilities were not delivered.
8. Prevent developers "gaming the system" (by proposing increased density and height in the buildings in the estate). In my view, the estate development is still too dense and not 'legible' enough. It needs more diversity of scale, more open space, more night-safety and more mixed private-public realm easily accessible to the public. I live in New Acton and I would like to see even more open space than here in any future Acton Waterfront development. To achieve this, the CRA needs to be more prescriptive than the NCP Design Guidelines and also not rely on the ACT Design Review Panel to set standards.
9. Reduce the scale and impact of the buildings along Commonwealth Avenue, because the current heights and block structure will create a wall of uninteresting buildings which will obviate the ability to 'look into' an interesting waterfront from the main avenue of Canberra.
10. Do not allow zero frontage, overhanging and basement style development in the commercial/residential area. The new Law Courts, the Morris Building on London Circuit and some of the basement frontages on Northbourne Avenue and in the back streets of Kingston Foreshore are disgraceful examples of this poor planning. Do not allow developers to convert approved new residential into commercial as has happened with The Barracks/ 1 City Hill.
11. Make the entire precinct a smoke free, pedestrian priority, NABERS 6 Star rated building, and an electric vehicle-supported precinct. Especially ensure there is sufficient electricity and ICT infrastructure for the future.
12. Insist on greater than 30% tree canopy (not just green space).
13. Emulate Singapore's Green Building Masterplan scheme for green gross floor area as well as overall green space.ⁱⁱⁱ
14. The triangle park/plaza (the size of Green Square Kingston) should be a totally permeable surface and be designed as a village common, for a variety of public uses and not given over to pavement or private concessions except on the building frontages. Think a grassed version of Plaza San Marco in Venice, or a place for car 'show and shine' events, a starting point for triathlons etc.
15. Don't build a retaining wall on the south side of Parkes Way, because this will turn it into a canyon for high speed traffic and will increase noise and pollution for nearby residents.
16. Don't have the land bridges enter the estate at first floor level, because this will create dingy basements and reduce public safety in the nearby 'dead spaces'.
17. Ensure a mix of retail experiences (not malls) such as providores, local bakeries/patisseries. Think Greenwich Village shop frontages and residential, not Kingston boardwalk or City West.
18. Ensure continuous active frontages and overlooking of streets for night time safety (i.e. no 'creepy empty' streets like City West).

A lost opportunity

Acton waterfront is a world-class site. It pains me greatly to see the ACT Government miss this single opportunity to build a landscape befitting the site, instead of an over-egged waterfront strip park faced by a melange of short term apartments, more bars and restaurants, and commercial dead space.

As currently designed, the water fronting public realm (promenade, park and road) has the same hard edge to the lake as the original concept. The mixed use medium density estate is still designed to generate the maximum gross floor area allowable under the National Capital Plan and surely will be indistinguishable from Northbourne Avenue, Campbell 5 and Kingston Foreshore.

The driving force for the ACT Government vision for Acton Waterfront is still “value uplift” from land development. The ceiling is still whatever developers will seek and whatever the National Capital Authority will approve under the faulty Griffin legacy NCP.

The ACT Government appears not to have planned for one public school, health or childcare facility, arts centre, museum or organised recreation facility in what will be a new suburb. City Hill south to the lake is still programmed to house 25,000 people eventually, even if only 900 apartments are supposedly to be built in the Acton Waterfront estate.

In 2055, the finished Acton Waterfront will consist of a bland exposed promenade fronting a medium density mixed use commercial-cum-short-term-accommodation ‘enclave’ indistinguishable from the Northbourne Avenue corridor or Kingston Foreshore. We might as well rename it “Kingston Foreshore 2.0”.

Astonishingly, Commonwealth Avenue will be lined on one side by 25m commercial buildings, with no usable frontage to the grand ceremonial boulevard that it should be, and traffic will be stop-go through a succession of signalised intersections between the bridge and City Hill. The ceremonial boulevard will be unbalanced, with the Archbishop’s residence and Commonwealth Park on one side and a medium density suburb on the other.

Almost all the pre-existing mature trees will have been cut down and replaced by individual plantings on street frontages. The vistas to the Brindabellas will be lost, because the first glimpse across the lake when southbound from the City will be at the Albert St southern end of the development. Despite all the talk, the estate will be a heat sink equal to or exceeding the flat carparks and rock infill which currently dominate the site.

The original intent to lower Parkes Way and build a network of elevated ‘smart boulevards’ and land bridges has been abandoned because of the insurmountable cost. The concept of extending the city road grid to the lake is now a shadow, because West Road will be the only new City grid street into the development and the new Parkes Way crossings will be mere footbridges.

There will be insufficient ease of access into the waterfront and parking for the planned for events of up to 10,000 people. Light Rail won’t carry the numbers; the streets will be too narrow and insufficient, and underground parking will not meet the need, because it is too slow to empty and will be expensive; so families won’t come from Tuggeranong and Belconnen to attend future Floriades or Skyfire type events.

Although Acton Foreshore is being pitched as a place for all Canberrans, it is still impossible to work out who is the target demographic, because it is part indigenous interpretation site, part public realm, part café district, part commercial office space, part residential and part social housing.

Lastly, the full physical expression of the development as put to the public to date won’t be achieved, simply because of the ACT Government’s appalling project and contract management (as demonstrated in the Auditor-General’s recent report). Thus far, Stage 1 has cost \$45m, despite some of the infrastructure costs being shifted into the light rail project or not even delivered (e.g. stormwater drains and new intersections). Yet more landfill will be required across the entire estate to reduce the grade separation between the area north of Parkes Way and the commercial/residential blocks.

Cement, steel and diesel are dearer by the day and financing will be by debt even if recovered over time through land sales.



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Almost none of the future concept is funded, or even costed. I have been unable to find a publicly available cost benefit analysis, gross return estimates or return on investment, no financing model, no development pipeline relativity to other projects, etc, etc. In the current and prospective economic climate, it will never all be delivered.

Conclusion

While I have dwelt on the negative, because unfortunately there are so many, I hope you will take on board the constructive suggestions I have made above.

I would like to be invited to take part in any further public engagement with regard to West Basin, Acton Waterfront, City Hill and Acton Peninsula.

Please acknowledge receipt of this submission. Kind regards,

██████████ New Acton 10 Dec 2022

Footnotes:

i ACT Government, City to the Lake Strategic Urban Design Framework, 2015

https://suburbanland.act.gov.au/uploads/ckfinder/files/pdf/3_Business/city_to_the_lake/Strategic%20Urban%20Design%20Framework.pdf

ii ACT Government, Parliamentary and Governing Agreement for the 10th Legislative Assembly, Apx 4.

https://www.cmtded.act.gov.au/data/assets/pdf_file/0003/1654077/Parliamentary-Agreement-for-the-10th-Legislative-Assembly.pdf

ii Singapore Government, Building and Construction Authority, Green Building Masterplans, especially 4th edition updated July 2022. <https://www1.bca.gov.sg/buildsg/sustainability/green-building-masterplans#:~:text=The%20earlier%20editions%20of%20the,Singapore%27s%20buildings%20have%20been%20greened.>



Appendix 7 – Email submissions

Email	Email content
1	<p>Thanks for today's session, there are some great aspects to what you are proposing at Acton Waterfront. Some questions we need to clarify on housing and land for other uses:</p> <ul style="list-style-type: none"> • How many homes and area for other uses are possible and what proportion of the city and inner north's future growth needs can be accommodated? I note you mentioned 940 dwellings, is that correct and what is the approx. area for commercial/residential/community and other uses you are targeting? • What is the expected timing for initial land releases and what is your staging plan? I noted your presentation mentioned construction starting in 2025, can you please confirm? Note we are developing next year's ILRP and this information would be of interest to EPSDD and government around timing and suitability/feasibility of land release to provide homes for people and other community benefits. <p>A few further notes for your consideration – please consider these informal notes for your use, happy to discuss.</p> <p>Sustainability</p> <ul style="list-style-type: none"> • Precinct, block, and public domain level controls for low whole of life carbon; net zero operational carbon; reduced embodied carbon; and reduced whole of life carbon should all be considered • Living infrastructure and urban heat mitigation will need to be considered in line with the draft Territory Plan, • Building orientation – the urban design layout could take better advantage of north-facing living areas for solar access <p>Landscape</p> <ul style="list-style-type: none"> • Where is the pool? With some geothermal or solar heating an outdoor pool in this location could be an amazing drawcard and a magnet for local community and visitors to Canberra to enjoy for much of the year. The previous ambitions for creating a waterfront park referencing Southbank in Brisbane, or the Cairns promenade could be a fantastic way to use the space. See also attached from https://www.images.act.gov.au/, people want to use the lake more we just need the right landscapes and architecture that addresses the lake. • Outdoor dining and public space need to be well-integrated linking the lake, waterfront edge and built form (including commercial and community uses) – see comments on road below • Integrated wind and weather protection are needed for public space and the design and arrangement of developments to minimise wind tunnel effects between buildings • Lighting – will need to be full cut-off and designed in line with NCA's Outdoor Lighting Policy • How long will the landscape take to establish? I note TCCS comments around preferring 1m stock to establish Eucalyptus trees – however this could take several decades to develop sufficient shading and landscape character. Suggest exploring a mix of other tree species that could suit <p>advanced mature planting to provide improved amenity, cooling, shade and mitigate the visual impact of built form from the lake (this will also improve community support for the development)</p> <p>Retention of mature trees where possible across the site should be explored and if not viable, explore relocation or replacement with equivalent canopy coverage</p> <p>Transport and access</p> <ul style="list-style-type: none"> • The road separating the waterfront edge public promenade and buildings needs to be reviewed – this will severely impact the quality, amenity and character of this area, reducing commercial/community use of this area (e.g. waterfront dining and entertainment), and cause safety issues. It





Email Email content

- would be far preferable to have this road located at the rear of the buildings, making the main frontage to the lake a space for people.
- Cycling infrastructure and managing access/conflict – noting experience from Kingston Foreshore a separate cycle path will be needed to accommodate commuter cycling, ideally this also would be located at the rear of the buildings facing the lake in an accessible, efficient, prominent and safe location (to avoid conflict between people cycling at higher speeds and others).

Built Form

- Building heights and densities – need to review in consultation with community and NCA, with integration of landscape/greening - this is vital to optimise the planning and housing opportunities and outcomes for making this a vibrant, contemporary neighbourhood and one of the last remaining significantly sized development opportunities in the city precinct.

Destination, character and land uses

- To make this a drawcard for tourism, events and public activity – an economic planning assessment with community needs assessment and retail study would assist to identify land use requirements (including education/child care etc) and opportunities for commercial uses, events, and sharing of public space management (e.g. pools, beaches, lawns).
- A development feasibility would also assist to inform decisions on financial feasibility of the overall development – likely something Treasury will be interested in for business cases etc.

Heritage

- On the edge of the West Basin area are a limestone outcrop and potential remnants of lime kilns used in early construction of Canberra – just checking how this is being considered?

Levels and building heights

- Likely need to check with NCA if raising levels by 6m if building heights will be changed.

Site Investigations

- Would be interested to know if CRA has done updated engineering/environmental/other technical due diligence site investigations for site servicing (electrical, communications, hydraulics (water, sewer, stormwater), potential contamination, ecological, transport, heritage, trees to confirm suitability. If EPSDD needs to assist we need to understand
- timing and scope so we can consider in our forward work program.

2 We attended the on-line workshop on Thursday 1 December 2022.

The meeting was told that there are no current plans for what should happen to land to the west of the western end of the Waterfront Parks which end in the 'Terraces' and the beach. There was expressed an intention to provide 'green space' generally in the area. That area to the west of the planned Waterfront Parks and beach is home to many silver birch trees, grass running to the water and is itself a magnificent 'green space'. For unexplained reasons, the Plan shows buildings on this area even though it was acknowledged that the future for this area is unknown.

Our concern is that a plan showing buildings, when viewed many years from now at the time of serious planning of the use of this land, can be interpreted as implying that such use was expected in the future and approved when the current plan was being finalised.

Our request is that no intended use be shown for land where there is no current use planned. Please remove any indication of future use of the land to the west of the Waterfront Parks so as to leave a blank canvas for future planners.





Email	Email content
3	<p>My husband and I attended the online discussion on the development plans for Acton waterfront on Thursday 1 December 2022.</p> <p>We appreciated the opportunity to discuss the issues involved. Thank you for making this possible.</p> <p>We were however surprised to see the plans for high density apartment blocks, especially the western side, which would destroy the existing green areas that so many of us enjoy. New trees would take years to grow before they'd provide the shade and protection from the noise coming from the nearby express way.</p> <p>Moreover, as I already pointed out in the online discussion, if you don't include a community/cultural space accessible to all, this could become just another sterile apartment block development. A state-of-the-art concert hall would be a welcome fresh addition to the rather dated cultural precinct of the ANU's School of Music and the Canberra Theatre.</p>
4	<p>Three of us parents and little kids went to check out the beach on Friday and wanted to send through our feedback.</p> <p>We were disappointed that there was social media excitement about the board walk and beach opening when the beach area wasn't REALLY ready for good use. The grass area (the ONLY shaded area) was blocked off. The toilets are a LONG walk away from the beach (especially for little legs), and there aren't any park benches by the beach (breastfeeding without any back support is HARD), let alone shaded space to sit.</p> <p>I also couldn't spot any bubblers/a tap by the beach (but I didn't look too hard with my little kids with me) - I might have missed it.</p> <p>Don't get me wrong, we had a great morning and the beach section is a lot of fun for the kids but we will have to bring so much more with us on that long walk from the car park, each time, and that's a serious shame.</p> <p>Thought it worth sending through some feedback, so far, on the beach side to things for families with little kids.</p>
5	<p>The new footpath along the Acton Waterfront is a great walk but why were no rubbish bins and drinking fountains included in the initial design.</p> <p>I walk along there most days. The rubbish started appearing on day 2 - sadly that's human nature! I carry a water bottle, but having nowhere to refill it during a walk, or for other people - no drinking fountain to have a drink from, was very short sighted for somewhere that is in full sun and no likelihood of shady trees for a few years.</p>
6	<p>As a participant in previous engagements, we talked not just about separation of cars from cyclists and pedestrians, but also separation of cyclists from pedestrians. This plan fails to do that. It talks of mimicking Queen Elizabeth Terrace (well, it didn't actually get the name right, but anyhow...). I'm not sure if that should be taken as a good example of management of traffic flow. Vehicles, including all AFP vehicles (shouldn't they set an example?) are normally doing well over the posted speed limit, resulting in pedestrians and most cyclists sticking to the other paths. In the proposal, diagrams show separation between pedestrians and cyclists, but in reality, in the most recently opened section there is no separation. Probably 30-50% of traffic on the areas identified on the maps as pedestrian connections are cyclists, and vice versa for paths marked for as cycling connections. Why? The transition at John Holland Park gives cyclists a choice of joining a road where zero drivers drive at the posted speed limit or following the footpath. Great for them, but bad for pedestrians, who feel about as threatened by cyclists and scooter riders as they do of cars. Also, there is zero signage discouraging cyclists from using the pedestrians areas.</p> <p>The canopy strategy is very disappointing. First off, what is the definition of canopy? Does it need to shade 80% of the ground beneath it or 10%? In reality I think that based on recent plantings you are talking about 30% of a small section of the whole development providing 20% reduction. Effectively being 6% canopy. And that is once they are fully grown in a few decades.</p> <p>Also, stop putting completely unrealistic drawings and photographs in your publications. Don't paint tramlines as green, roads as almost completely shaded by trees or cars, cyclists and pedestrians mixing in some sort of utopia. It is deceptive</p>





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- 7 Note the boardwalk in Image 1 appears to be a softer surface than the harsh concrete reality in Image 2. Too many hard, hot surfaces in the proposed redevelopment undermine the stated intention to preserve and re-establish the original green garden Griffin vision for Canberra and the lakeside. We need soft, green, natural garden surfaces lakeside that will not add to the heatbasin of the city.
- Plentiful planting > hard surfaces, acknowledging the intrinsic value of nature in this precinct, above overwrought designer concepts that intellectualise what is a very basic human need for the natural environment. Butterfly habitat exists around the lake in the adjoining area towards the museum where redevelopment has not yet taken place. Native bees abound. Birds forage. I walked that area this morning. Will the new development pass the 'butterfly habitat test'? Not likely in the current proposal. The lake is the lungs of the civic area.
- The community in recent times has sent clear messages via the ballot box that the environment cannot be ignored and is a top concern. Unfortunately the exceedingly long time lag (decades) in redeveloping the Westbasin area means that the stated priority objectives to "Invest in legacy capital works that improve the precinct,
- increase pride and leave a legacy for all" have a predominant economic, pro- development focus, and do not reflect newer current shifts in the priorities of people, responding to recent pressing climate emergencies, fire, flood and weather events. These are now a topmost in the community concern.
- If a greening agenda is buried in this redevelopment proposal as a minor, not major intention, it will not be appropriately addressed. Once this green area is built over it will be lost to future generations forever and they will judge you harshly for it. If you hypothetically began the consultation process now, could you be confident that what is being proposed would reflect current and future public needs and concerns? Responsive and timely community-based consultations should enable inclusion of
- CURRENT expressed needs instead of dismissing issues raised in deference to anexisting outdated 'development plan' approved long before critical environmental factors were high on the public agenda.
- Example:
- The number of lighting posts installed far exceeds that in the Image1 projection, resulting in harsh light pollution at night. This adversely impacts nocturnal animals, insects and people trying to sleep nearby. What ongoing monitoring of environmental degradation is being done during the project? Assumptions are made that development of the area is a positive thing.
- During a recent online forum public discussion event, a quick dismissal of one participant's concern about the local endangered moth population as 'there are none, we did a survey' when she has actually photographed the species in this area. The fact that you didn't find any during your limited survey is an argument for the critical need to preserve habitat of rare, endangered insects not a rationale for destroying it.
- Current redevelopment plans that focus on 'Maintaining sightlines to the lake' are laughable, these computer made drawings of imagined places are just lines drawn on plan compared with the actual excellent vision of the lake currently available through existing trees and open spaces. Once tall buildings are constructed, they will limit views of the lake, not enable them. This fallacy needs to be called out for the designer-talk BS that it is. Once the buildings are constructed it is too late. In fact some of the design images take liberties presenting drawings of buildings on land that is privately owned and over which the development plan has no application. Presenting images of built structures over natural environments is part of the 'development creep' that assumes built = desirable and good, whilst nature = undesirable and expendable. This is an assumption I strongly challenge. Putting such images into the public consciousness is an insidious part of the development creep taking away our natural places of public land.
- The removal of large existing trees and the replacement with small younger trees is lamentable and must be avoided. Rapidly planting large established trees to replace those already removed will ensure a comparable green value is maintained. We need to ensure continuing habitat for the birds that currently live in the Westbasin surrounding area. Using a 'significance' rating to justify trees being removed is irrelevant because this means nothing to the birds currently living there whose habitat is being removed. Where will the birds live? On the buildings?
- The development plan describes the adjoining carpark and parkland as underutilised, using this as a rationale for development. I challenge this assumption based on the maximised carpark use day and night during Floriade, and whenever concerts or events are held in Commonwealth Park. Safe night time access to parking is an incentive for Canberrans of all ages to frequent these events. The stated objective





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of opening the Westbasin Precinct up to people of wider Canberra is questionable if you are removing the parking capacity for large numbers of people in the outer areas of Canberra who are reliant on cars for transport, especially those with children and elderly people.

Additionally, establishing a beach yet not providing easy access for cars carrying kayaks to launch there is a design flaw. Carrying vessels or even children's playthings from the existing carpark is already quite a stretch, which will be made impossible if the carparks are removed. The reality of cars being essential to outer Canberra life is a blind spot in this development plan.

Another constituent group is local residents and workers who use the Westbasin as

area as their back garden, recreation and exercise location. Unfortunately, the design plans pay scant attention to the existing walkway bridge over which people

from the University precinct, NewActon and Civic access the lakeside area. It is quite difficult to even find the walkway bridge in some of the plans. Certainly, the existing walking/cycling bridge access has not been a key factor in design considerations so far. This, along with the linear design plan that assumes that users will arrive at the 'arrival area' bridge end via light rail rather than walking or cycling over the existing access point overlooks current users and their needs.

Canberra Resident

- 8 My opinion of your proposals: You have spoilt the form of the Lake that was carefully planned and constructed by the NCDC with a balanced form of 3 central basins

You have used the Griffin's conceptual basin plan to legitimise this action. The Griffin's would not be proud of this mess,

You have stolen our lakebed in order to sell off public parklands to developers, that was part of the Griffin's plan.

You have destroyed the lakeside park with its naturalising lake edge and will destroy parking and access to the lakeside that Canberrans and visitors enjoyed.

What you are creating is a playground with enormous quantities concrete for the future residents of the apartment estate.

You have achieved an anti-community ugly development and destroyed significant heritage of the Lake.

The best you can now do is fill it with trees to disguise this example of hideous destructive planning.

- 9 Thank you for the opportunity to provide comments on the Acton Waterfront and Estate proposals. If the Authority is truly concerned with community opinion then the whole project needs to be revised in line with the visions and feedback received.

The waterfront should be retained as a genuine greenbelt, not a token 45 metre wide strip of concrete pathways with some grass and trees.

The Authority's stated vision is that the Waterfront would have two important roles, as a destination for everyday life, and a major foreshore recreational destination for the broader Canberra community and tourists. While this is appealing and desirable, the proposed estate can be reasonably expected to have the opposite effect.

If building a waterfront that all Canberrans and visitors can enjoy is truly the vision, then firstly we must question the apparent assumption that a residential development is an integral part of the waterfront. During this consultation process we've been given the opportunity to comment on the configuration of a significant residential component, gathering ideas and feedback to inform the refinement of that proposed estate plan, attempting to shoehorn that into the desired vision. Is the consultation just a means to get community approval for a building program that will actually reduce the accessibility and attraction of the Acton Waterfront area? In most progressive cities of the world, the current trend is to preserve natural environments within the city footprint, not to turn public green space over to developers as is the trend in Canberra and the risk with the Acton Waterfront.

How does a residential estate build a connection between the city and the lake, and make the Acton foreshore more attractive as a destination?

The five themes raised during the consultation for the Place Plan were •

Respecting the Griffin Legacy





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- Contemporary garden city
- Community place
- Foreshore for the people
- Connections as journeys

In the Acton Waterfront feedback document, we see this statement "The City Renewal Authority is working closely with the community and stakeholders to transform the Acton Waterfront into a place for all Canberrans to enjoy. This means more open spaces, improved connections with the city centre, better access for water activities, and a celebration of the site's history and national significance. Importantly, all initiatives are grounded by care for the land, respect for the lake and the lakeshore landscape."

It should be apparent from these consultations that a residential estate is contrary to most if not all of the feedback, particularly with regard to more open spaces, better access for water activities, care for the land, respect for the lake and landscape.

Respecting the Griffin Legacy

Why is a crammed, built environment being promoted as part of the Burley-Griffin's original vision for the city. The Burley-Griffins strongly valued the natural environment in the city and around the lake, a planned garden city with community access to greenbelts. Canberra incorporates large areas of natural vegetation that have earned it the title of the 'bush capital'. Many of these are now being built upon. Building apartments along the lake frontage is contrary to the Burley-Griffin legacy. A low density development that retains the natural connection with the lake is much more in keeping with their original vision.

Contemporary garden city

Once green space is turned into buildings it is gone forever. The 'estate' has some token green patches, and 'sight lines' to the lake. The reality is that the

broader Canberra community and tourists will be looking at a row of buildings along Commonwealth Ave, with the occasional glimpse down concrete canyons to what is currently an unobstructed view of the lake and environment. The estate directly contravenes the design principle of 'enhancing views to recognisable and popular images of the National Capital'. The reality is you can't see through buildings, and preserving some narrow lines of sight is a degradation not an improvement, it's tokenism to facilitate the approval process.

Community place / Foreshore for the people

What other options could be considered that retain the foreshore as recreational destination for the broader Canberra community and tourists? The 45 metre setback is farcical - barely 2 cricket pitches away from the (now conveniently displaced) shoreline will be buildings that for the most part of the day block the sunlight along a concrete foreshore walk. A focus on outdoor venues for live events, eating, sports and other activities would go much further to meeting the desired vision for the area as a community place and foreshore for the people

Connections as journeys

We've heard several times that the current site is just an ugly carpark. The planning assumption seems to be that it can only be made more useful by an inevitable, dense construction program. If some hundreds of residences are added to the area, this will necessarily reduce access for the wider Canberran population who frequent the area for the many cultural and entertainment events in the Commonwealth Park area. The light rail may one day facilitate access to the eastern end of the waterfront, but only for those who live along its length. For the rest, this section of the waterfront will be less accessible.

The broader Canberra community would be best served by a total re-think of the value of well-maintained, low-density waterfront development in keeping with the original vision for Australia's capital city.

This is the beautiful view looking northeast from the museum to the Acton waterfront and Mt Ainslie. It's hard to conceive why anyone would

believe this vista will be improved by rows of residences. My hope is that the real vision for this area will overcome a short-sighted profit-driven imperative to build more residential property.





10

Thank you for organising the explanatory viewing on 19 July 2022. You requested we provide a written submission: I was disappointed that I was the only Commercial (ferry) operator in attendance There was a lot of discussion about the provision facilities for smaller vessels. The Authority staff and contractors on the day for the incorporation of these facilities. Their enthusiasm was impressive, one hopes it extends through to the finish.

It was pleasing to note that the government has allocated funding for the next stage in this year's budget.

It is important to facilitate the access for small boats and crews to the precinct because they will be the major users of the precinct, boats play an important role, adding to attraction of a shore-based visitors. The improvement of mooring facilities will encourage mote people to take advantage of the lake front. It would be a shame to repeat the mistakes of design/construction of Kingston Harbour, omissions, which the ACT government appears to have no enthusiasm correct.

I heard a lot of suggestions put forward on the day about possible infrastructure to service the various potential users as a member of the Traditional Boat Squadron I am conversant with their submission and happy to generally support their submission.

One point of my own is that I believe it may be better to have any mooring pontoons not directly perpendicular to the Boardwalk. That is based on my 15 years plus knowledge of operating ferries in the West Basin & out of the old Acton Wharf.

Regards,

Lake Burley Griffin Cruises

