

# Planning and Development (Planning Strategy) Notice 2018

**Notifiable instrument NI2018–665**

made under the

**Planning and Development Act 2007, s 105 (Planning strategy) and s 106 (Public availability of planning strategy)**

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## **1 Name of instrument**

This instrument is the *Planning and Development (Planning Strategy) Notice 2018*.

## **2 Commencement**

This instrument commences on the day after its notification day.

## **3 Planning strategy**

The Executive makes the planning strategy at schedule 1.

## **4 Revocation**

This instrument revokes the *Planning and Development (ACT Planning Strategy) Notice 2012 (No 1)* (NI2012-456) and the *Planning and Development (Review of Planning Strategy) Notice 2018* (NI2018-79).

Mick Gentleman MLA  
Minister  
4/12/2018

Yvette Berry MLA  
Minister  
4/12/2018



**ACT**  
Government

# ACT PLANNING STRATEGY 2018

Future directions for a sustainable, competitive and equitable city

ISBN: 978-1-921117-83-1

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Telephone: 02 6207 1923

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## **Acknowledgement of Country**

The Environment, Planning and Sustainable Development Directorate acknowledges the Australian Aboriginal and Torres Strait Islander peoples of this nation. We acknowledge and pay our respects to Elders, past, present and future of the Ngunnawal people as the traditional custodians of the lands on which our Directorate is located and where we conduct our business. We recognise the significant contribution of the Ngunnawal people and neighbouring Nations—the Ngambri, Ngarigo, Wolgalu, Gundungurra, Yuin and Wiradjuri to the Canberra region. For thousands of years these Nations have maintained a tangible and intangible cultural, social, environmental, spiritual and economic connection to these lands and waters.



# MINISTER'S FOREWORD

The 2018 strategy captures the issues Canberrans are concerned about and provides a clear, robust and contemporary urban planning framework to guide our growth and prosperity into the future. It details five themes that will deliver on a vision for a sustainable, competitive and equitable Canberra.

The 2018 strategy recognises the importance of protecting the many defining characters of our city that we value so much, such as our green space, providing a diversity of lifestyle choices and our bushland setting. While supporting infill and intensification locations to achieve a more sustainable and liveable city, this will not be without proper oversight to protect and build upon the qualities that we value about Canberra.

Finally, this strategy is only as good as the follow-through. The review of the Territory Plan, to start in 2019, will be an opportunity to implement a number of directions identified in this strategy.

Working alongside renewed strategies for climate change, transport and housing, the ACT Planning Strategy 2018 will take Canberra to 2045. It will guide the development of a city that is locally strong, regionally integrated and globally connected.

**Mick Gentleman, MLA**  
Minister for Planning

Canberra is undoubtedly a great place to live. We all value its defining character as the bush capital. The Canberra we enjoy today did not come about by accident; it has been shaped by our earlier generations. Its urban form and geometry reflect a strong planning legacy and its heritage as the National Capital. In particular, our planned structure based on districts and centres presents many opportunities to support a more sustainable, competitive and equitable city.

The 2012 ACT Planning Strategy has been highly influential in shaping Canberra over the last five years. It set a vision to facilitate a balance between urban renewal and new development areas. The 2012 Strategy has succeeded, with urban infill now making up approximately 60% of new housing and is breathing new life into many areas of our city.

A refresh of the ACT Planning Strategy in 2018 has provided an opportunity for reflection. It has allowed us to analyse how local, regional and global changes and trends affecting the ACT can be best managed for our city.

Refreshing the strategy is not something that can be done by government alone; it's a joint effort between government and the community.

Building on the strong foundations of the 2012 strategy, the ACT Planning Strategy 2018 has been shaped by community views expressed during consultation. It has also taken account of all the feedback and ideas the community has given us through the many engagements we have undertaken on my Statement of Planning Intent 2015, together with climate change, housing, transport, the Better Suburbs Statement and the City and Gateway project.







# EXECUTIVE SUMMARY

The ACT Planning Strategy 2018 (the Strategy) is a refresh of the 2012 ACT Planning Strategy. It builds on the successes of the 2012 strategy to recognise and incorporate the social, economic and environmental changes occurring in our growing and thriving city. The Strategy reflects and integrates the vision and directions of the community and other ACT Government strategies, particularly housing, transport and climate change.

The Strategy was developed following extensive research, discussion with stakeholders and consultation with the community, including innovative engagement methods that reached across the city to hear from a wide cross-section of our residents with a wide range of views.





## ACT Planning Strategy 2018 Vision

THE VISION OF THIS STRATEGY IS TO BE A SUSTAINABLE, COMPETITIVE AND EQUITABLE CITY THAT RESPECTS CANBERRA AS A CITY IN THE LANDSCAPE AND THE NATIONAL CAPITAL, WHILE BEING RESPONSIVE TO THE FUTURE AND RESILIENT TO CHANGE.

This vision continues the original vision of Walter and Marion Mahoney Griffin of Canberra being city within the landscape that celebrates its bushland setting. It protects and enhances the qualities that we value about Canberra while managing growth and change across the city.

Land-use planning underpins the development of the economic, social and environmental development of a city. As such, this Strategy has five related themes:

- » compact and efficient
- » diverse
- » sustainable and resilient
- » liveable
- » accessible.

Each theme has accompanying strategic directions, supported by actions that the government will report against annually. The themes, directions and actions are detailed below, but the following are of particular significance.





## Compact and Efficient

Urban spread will be limited and growth catered for through increased density in appropriate places such as around town and group centres and along major transport routes. While up to 70% of new housing will be built within our existing urban footprint, new urban areas will be explored for future needs.

Care will be taken to retain the features of the city that people value, including the bush capital setting and access to green space.

## Diverse

Continued cooperation with neighbouring councils and regional partners will further strengthen Canberra's role as the region's hub and help to promote the liveability, economy and attractiveness of the whole ACT Region, including leveraging off the Canberra Airport's international flights and 24 hour operations.

## Sustainable and Resilient

Careful urban planning will improve our sustainability and resilience to climate change; protecting and expanding living infrastructure, managing our waterways, reducing emissions, protecting our parks and reserves for both for our community and our biodiversity, and reducing our ecological footprint can make our city a more sustainable and liveable place for current and future Canberrans.

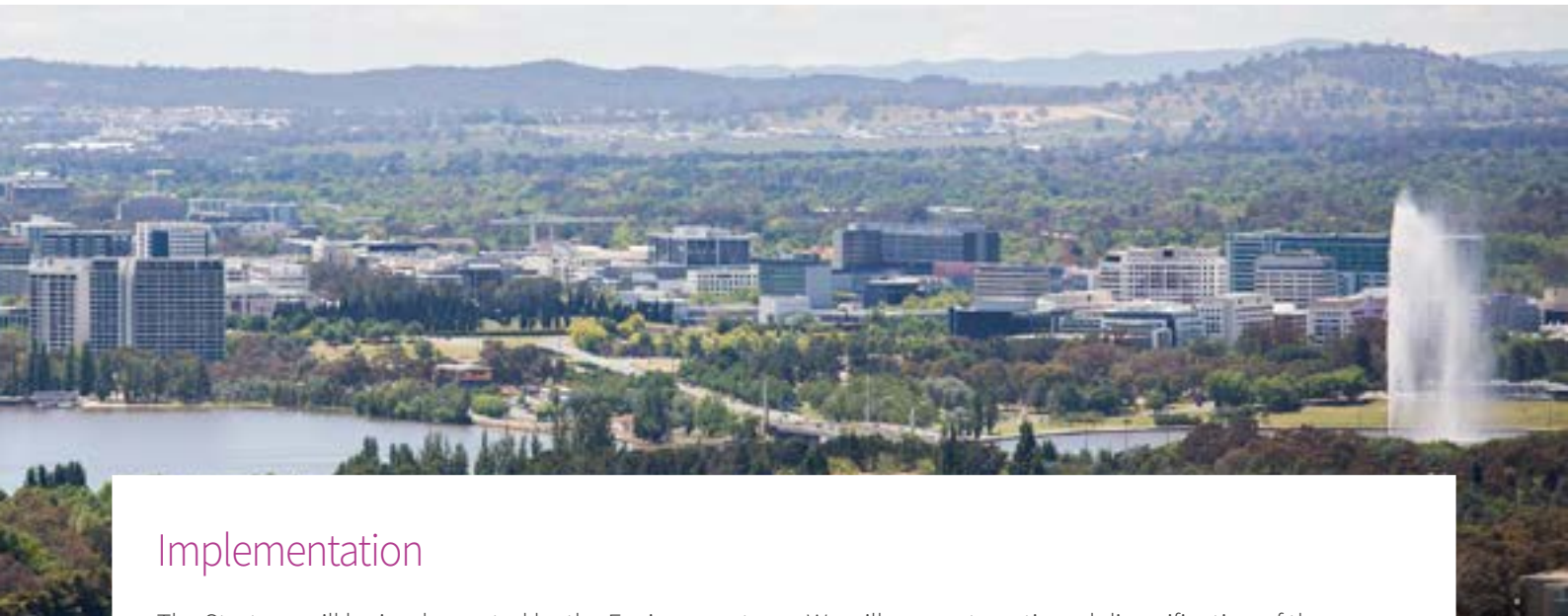
## Liveable

Making Canberra a great place to live and work is essential. Planning can deliver a liveable Canberra through the development of social infrastructure, open and public spaces, strong activity hubs and housing choice.

## Accessible

An accessible Canberra will have better integrated land use and transport, well-designed and safe public spaces, a wide range of housing choice, and be easily accessible by people of all ages and abilities.





## Implementation

The Strategy will be implemented by the Environment, Planning and Sustainable Development Directorate in consultation with other ACT Government directorates and relevant stakeholders. Many actions will be implemented through the Territory Plan, the government's key statutory planning document in the ACT.

It is expected the Strategy will encourage investment in Canberra by clearly showing the parameters for growth management and the infrastructure investment intentions of government.

We will support continued diversification of the economy by ensuring the supply of future employment lands, protecting existing employment areas and strengthening the role of centres and activity modes across the ACT.

This Strategy replaces the 2012 strategy, but relies on the important background information and direction of that document. It will be reviewed again in five years, as required by legislation.

# POLICY PLAN

Summary plan outlining the strategic directions for the development of Canberra over the next 30 years and beyond.

- |   |  |   |
|---|--|---|
| National Freight Route Tier 1               | Town Centres                                       | Urban Intensification Localities                        |
| National Freight Route Tier 2               | Eastern Broadacre Area                             | Light Rail (Civic to Woden) Land Use Investigation Area |
| High Speed Rail Phase 2 (2013) alignment    | Environmental Offsets                              | Remaining Greenfield Areas                              |
| High Speed Rail alternative alignment       | Western Edge Investigation Area                    | Rural Areas   |
| Canberra to Sydney Railway line             | Possible Future Urban Expansion                    | Urban Areas   |
| Key Employment Clusters (by number of jobs) | Nature Reserves and Hills, Ridges and Buffer areas | Broadacre Areas   |



NSW

GUNGAHLIN

BELCONNEN

CITY

WODEN

TUGGERANONG

MOLONGLO VALLEY

QUEANBEYAN

NSW

NSW

This map outlines the Strategic Direction for the development of Canberra over the next 30 years and beyond. Policy boundaries are not to be regarded as precise and are intended to inform more detailed planning



# VISION AND THEMES

## Canberra 2045 – sustainable, competitive and equitable

The vision for Canberra under the  
ACT Planning Strategy 2018 (the Strategy) is:

To be a sustainable, competitive and equitable  
city that respects Canberra's unique legacy  
as a city in the landscape and the National  
Capital, while being responsive to the future  
and resilient to change.

This vision takes account of the social, economic and  
environmental dimensions of change. It aligns with the  
vision for Canberra under the Minister for Planning's  
Statement of Planning Intent (2015) and other related  
government policies such as for transport, climate  
change and housing.

There is an opportunity to review this vision in the  
future as the Planning and Development Act requires  
us to consider every five years, whether a review of the  
Planning Strategy is necessary

To meet the needs of a growing and changing city, the  
vision seeks to harness our potential by focussing delivery  
in five key themes, each representing a policy area.

# 1

## Compact and Efficient City

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

# 2

## Diverse Canberra

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

# 3

## Sustainable and Resilient Territory

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

# 4

## Liveable Canberra

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

# 5

## Accessible Canberra

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

# STRATEGIC DIRECTIONS

## 1. Compact and Efficient City

### 1.1

Support sustainable urban growth by working towards delivering up to 70% of new housing within our existing urban footprint, and by concentrating development in areas located close to the city centre, town and group centres and along key transit corridors.

### 1.2

Investigate the potential for new residential areas to the west of the city to meet future housing need.

### 1.3

Use infrastructure efficiently to support our growing community.

### 1.4

Continue to work with the NSW Government and Councils to implement joint initiatives to understand and manage growth in the Canberra Region.

### 1.5

Protect the ACT and NSW border interface.

## 2. Diverse Canberra

### 2.1

Respect Canberra's culturally rich and diverse community to foster inclusion and participation in our community.

### 2.2

Enhance the diversity and resilience of our centres to meet the needs of the community, support economic viability and improved liveability.

### 2.3

Improve the character of our city centre to improve liveability and activity.

### 2.4

Recognise and protect existing industrial, commercial and service trade areas as important elements of a diverse economy.

### 2.5

Plan for adequate employment land in the right location that supports a diverse range of uses including commercial and industrial land linked to supportive infrastructure, transport options and investment opportunities.

### 2.6

Protect and enhance infrastructure that supports the economic development of Canberra and the region.



## 3. Sustainable and Resilient Territory

### 3.1

Transitioning to a net zero emissions city through the uptake of renewable energy, improved building design and transport initiatives.

### 3.2

Reduce vulnerability to natural hazard events and adapt to climate change.

### 3.3

Integrate living infrastructure and sustainable design to make Canberra a resilient city within the landscape.

### 3.4

Plan for integrated water cycle management to support healthy waterways and a liveable city.

### 3.5

Protect biodiversity and enhance habitat connectivity to improve landscape resilience.

### 3.6

Reduce waste, improve resource efficiency and decrease our ecological footprint.

## 4. Liveable Canberra

### 4.1

Deliver social infrastructure that meets community needs and supports strong communities.

### 4.2

Deliver recreation, open (green) space, and public spaces that support social interaction, physical and mental health and engagement in public life.

### 4.3

Strengthen neighbourhoods and support their diverse character by creating strong local activity hubs.

### 4.4

Deliver housing that is diverse and affordable to support a liveable city.

### 4.5

Encourage high quality design, built form and places for a changing climate.

## 5. Accessible Canberra

### 5.1

Enhance accessibility by better integrating transport and land use.

### 5.2

Deliver well designed, safe and sustainable streets and public spaces to create walkable neighbourhoods that are inclusive and fair.

### 5.3

Create a better experience for walking and cycling into and within the city centre and our town centres.





# INTRODUCTION

## Why the refresh?

The 2012 ACT Planning Strategy was a guide for Canberra into its second century, showcasing the ACT as a unique place that protects and enhances the things we value, as well as empowering us to meet the social and environmental challenges facing all nations in the 21st century.

Much of the 2012 strategy remains relevant, but in 2017 it was determined the strategy should be refreshed to take into account significant demographic, economic and environmental changes in the ACT, including sustained population growth, and government commitments to a carbon neutral future, the light rail network and urban renewal. The refresh offered the opportunity to check that the strategy continued to align with the community's vision for Canberra's future.

A 'refresh' means that existing government policy forms the foundation for this new strategy, but it has been updated and adapted to reflect emerging trends and priorities and community input.

The ACT Planning Strategy 2018 (the Strategy) outlines a strategic vision for planning in the ACT and provides the framework for a range of actions that will allow the city to respond to change locally, regionally and globally.







## ACT Planning Context

### ACT Planning Strategy

The Strategy is one of many ACT Government policies that will inform the future development of Canberra. It is the key strategic document for managing growth and change in the Territory and an important tool for coordinating growth with infrastructure, transport and community facilities.

Specifically, the purpose of the Strategy under the [Planning and Development Act 2007](#) is ‘to promote the orderly and sustainable development of the ACT, consistent with the social, environmental and economic aspirations of the people of the ACT in accordance with sound financial principles’.

This Strategy:

- » outlines where more specific planning and investigation is required
- » informs statutory planning policy to deliver change and the outcomes identified in the Strategy
- » helps prioritise investment in social and utility infrastructure
- » identifies where regional collaboration is important.

The Strategy will replace the 2012 strategy, however the 2012 strategy will continue to form important background reference material.

The Strategy takes a long term view as part of an ongoing continuum in planning. An opportunity is available every five years to consider whether a review of the Strategy is necessary

## Relationship to other policies and projects

This Strategy recognises the important connections between government policy areas, and is aligned with and complementary to other strategies. The Strategy will guide the development of Canberra's urban structure and form to achieve a city that supports more sustainable behaviours and lifestyles. As such, its actions must integrate with land use, land supply, urban renewal, housing, transport, energy, waste and environmental policy and actions.

This Strategy has therefore been prepared alongside the new transport strategy and the new the ACT Climate Strategy to a Net Zero Emissions Territory. Other key companion policies include the ACT housing strategy, recent work on housing choices and other government policies.

The Strategy also has close links with a number of transformative projects that will help deliver many of the actions in the Strategy, including the City and Gateway project, light rail implementation and Eastern Broadacre planning.

## Relationship to the Territory Plan and National Capital Plan

The 2018 Strategy contains a number of actions that will be implemented as part of the Territory Plan review, to begin in 2019. The Territory Plan is the key statutory planning document in the ACT, providing the policy framework for the administration of planning in the ACT, including controls for land use and development. It must not be inconsistent with the National Capital Plan.

The National Capital Plan is administered by the Australian Government and operates concurrently in the ACT. It seeks to make sure that Canberra is planned and developed in accordance with its national significance. The National Capital Plan provides a general policy framework for land use and planning in the Territory and, more specifically, guides the planning, design and development of areas of the Territory that have been identified as having national capital importance (Designated Areas). Amendments to the National Capital Plan may be required in implementing the directions of this Strategy.

## Progress on the 2012 Strategy

Since 2012, Canberra has grown and matured, with the population increasing from about 375,000 in 2012 to 402,500 people in 2016. The population is expected to be 589,000 by 2041, growing by around 7000 people per year.

The 2012 strategy has guided much of the recent change in our city. New greenfield suburbs, such as Crace and the Molonglo Valley, have been developed. Urban intensification in town centres and transport corridors has enabled more people to live close to jobs, services and rapid public transport. Approximately 60% of new housing is now in existing urban areas, well above the target of 50% set out in the strategy.

The partner document to the 2012 strategy, the 2012 Transport for Canberra strategy, has guided the increased focus on and commitment to public transport to support an efficient and effective transport network. Construction of the first stage of light rail will be completed in 2018 and planning is underway for a second stage.

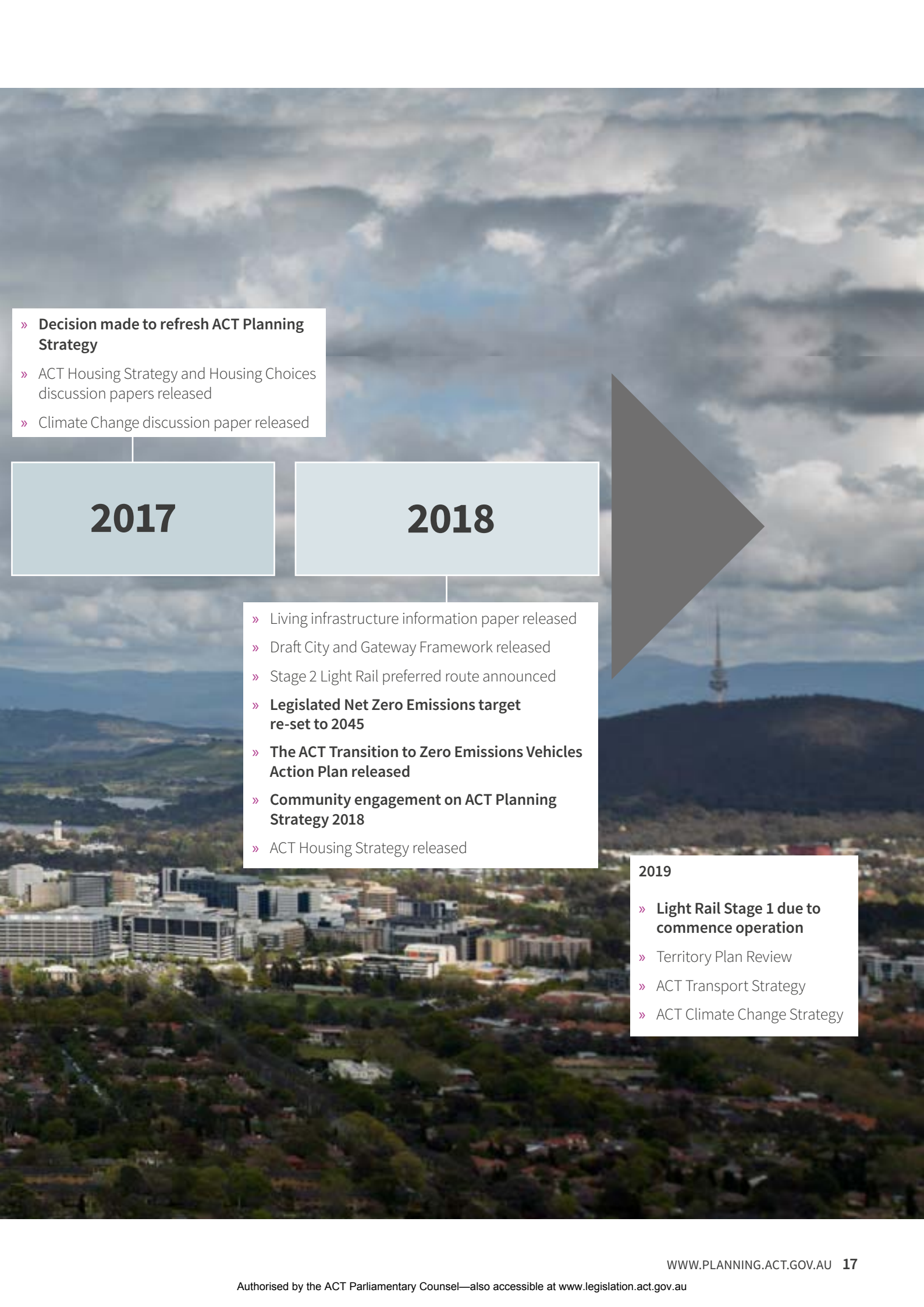
Many other key areas of government policy have progressed, enabling their consideration as part of the strategy's refresh, as shown in Canberra's timeline since 2012.



# CANBERRA'S TIMELINE SINCE 2012





- 
- » **Decision made to refresh ACT Planning Strategy**
  - » ACT Housing Strategy and Housing Choices discussion papers released
  - » Climate Change discussion paper released

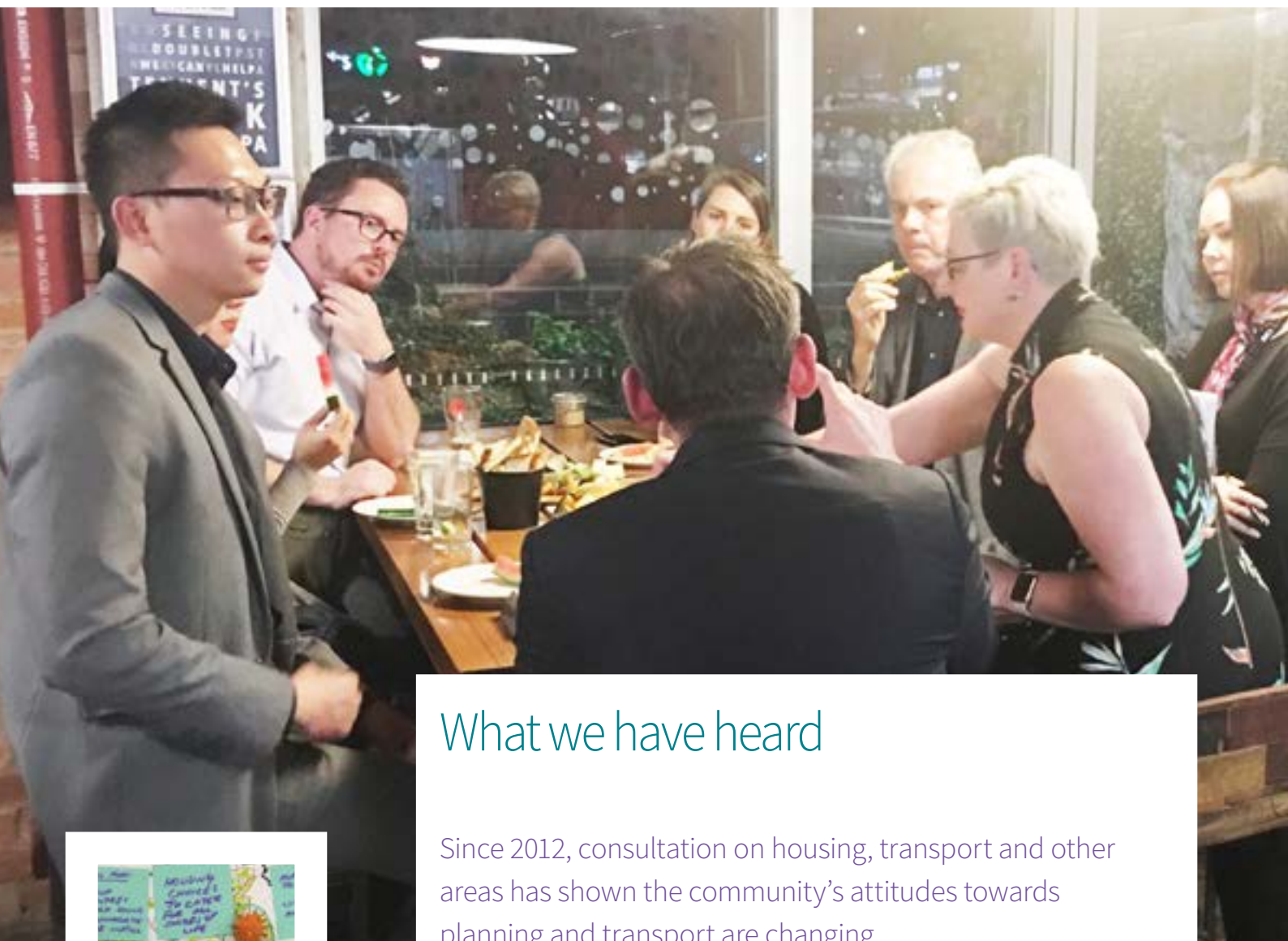
**2017**

**2018**

- » Living infrastructure information paper released
- » Draft City and Gateway Framework released
- » Stage 2 Light Rail preferred route announced
- » **Legislated Net Zero Emissions target re-set to 2045**
- » **The ACT Transition to Zero Emissions Vehicles Action Plan released**
- » **Community engagement on ACT Planning Strategy 2018**
- » ACT Housing Strategy released

**2019**

- » **Light Rail Stage 1 due to commence operation**
- » Territory Plan Review
- » ACT Transport Strategy
- » ACT Climate Change Strategy



## What we have heard

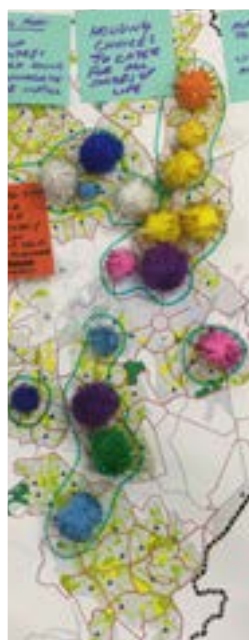
Since 2012, consultation on housing, transport and other areas has shown the community's attitudes towards planning and transport are changing.

Canberrans want to see more diverse housing, lifestyle and transport options to support a wider range of people and households. They want better public transport connectivity, and an increased range of sustainable travel options. They have a continued strong interest in achieving high quality design in public and private developments with improved interfaces with public and private spaces.

During 2018, the government consulted widely as part of the Planning Strategy refresh, including with professionals, peak bodies, regional neighbours, industry groups and community members.

The consultation confirmed the appropriateness of the Strategy's five strategic directions and helped shape the detailed directions and their actions. The consultation report is available at [yoursay](https://yoursay.act.gov.au).

The consultation process highlighted the above considerations with particular emphasis on the following issues:



## Leadership and innovation

- » Canberra is a growing city that needs to have a vision for leadership. We should become the ground-breaking city of the country and provide a 100% renewable energy model for the rest of the Australia and the world to follow.
- » Our city has the ideal layout and population to lead early adoption of new trends. We should pursue the concept of the city as an urban living lab to test new ideas and innovative solutions.

## Sustainable transport

- » Support an inclusive and integrated transport system for a connected community. We should embrace new transport technologies and have flexible transport options available for everyone.
- » We need to improve connectivity to reduce private vehicle use. We should trial and support new technologies, such as automated vehicles, electric cars and bikes.

## Living infrastructure

- » Increased urban density needs to be balanced with green integration of city and environment, green spaces and trees. We need to respect our natural environments.
- » If private space gets smaller with urban intensification then the importance of public space increases. We need to plan for climate change impacts and grow the urban forest to manage urban heat.

## Housing choice

- » Housing choice and affordability are critical. We need to think about the needs of younger and older people. Place transit orientated developments with affordable and social housing.
- » Provide infill housing to cater for family's closer to the city, such as more apartments with 4 bedrooms not just 1 and 2 bedrooms.

## Urban form and density

- » Plan the city to balance a growing population and high quality of living while protecting landscape features and the bushland setting of the city. Create accessible and friendly community spaces that connect people. Promote healthy lifestyles and an active community.
- » It's important to build neighbourhoods in Canberra. Think about where we want density and what we want from it, and plan so these areas have high liveability and social amenity.

## Building and design

- » Improve the quality of the built environment and tighten-up building codes. Have better housing with low energy consumption.
- » Provide incentives for good quality building and design outcomes. Allocate more resources to good planning, maintenance, implementation and regulation.

## Community engagement

- » Work actively to engage with communities. Require developers to involve and act on input from citizens early in the design process.
- » Continue engaging the public and build on governments' commitment to community involvement, co-design and participative future visioning.





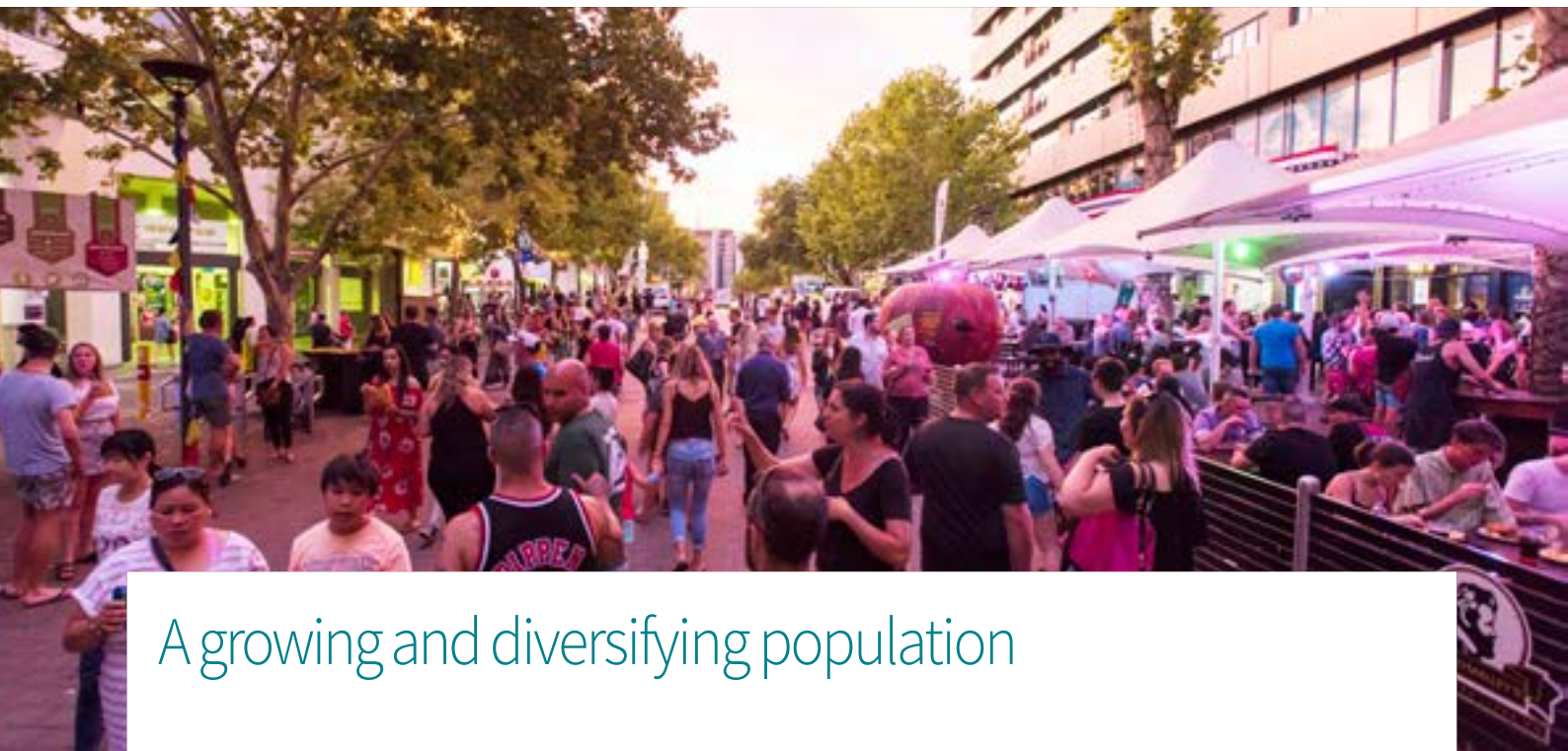




# SETTING THE SCENE

Canberra has seen some major changes since 2012, with the light rail network under construction, new greenfield housing areas in the Molonglo Valley completed and urban renewal seeing more people living closer to jobs and services. Further, the population is growing, we have committed to a carbon neutral future, and technology and the natural environment is changing. These shifts are, and will continue, to transform how and where we want to live and work, and how we interact with each other and our environment. How we respond to these shifts and challenges will influence the shape of our city in the future.

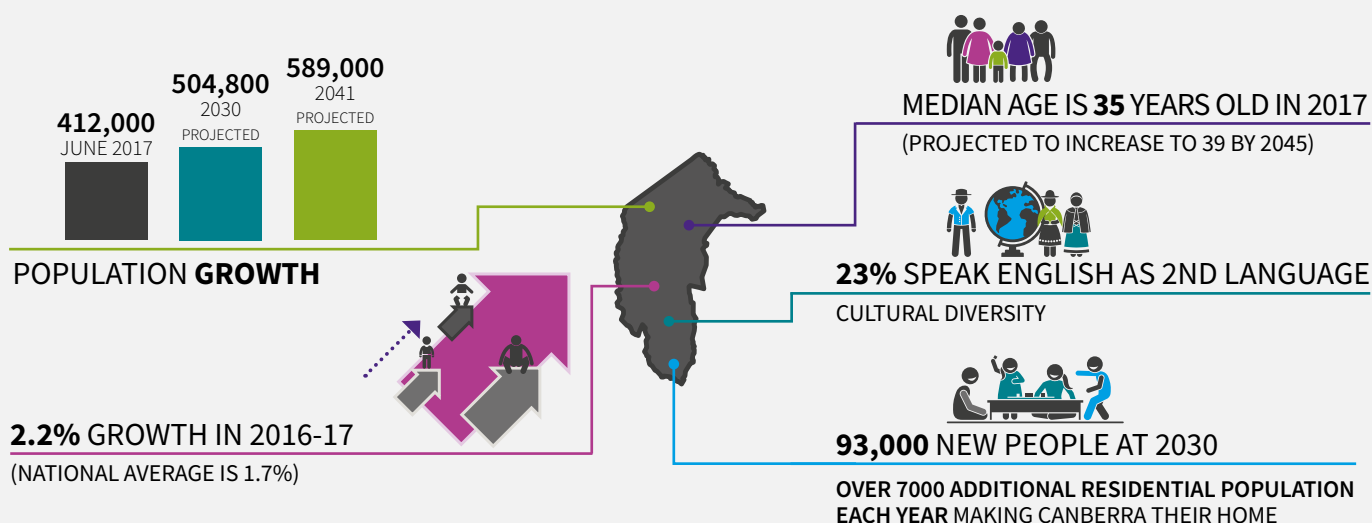
To keep Canberra a city of choice in which to live and work, we will be agile and develop innovative approaches to the shifts and challenges facing our city. We have the opportunity to build upon our strong planning legacy to shape the city in a way that benefits our current and future community.



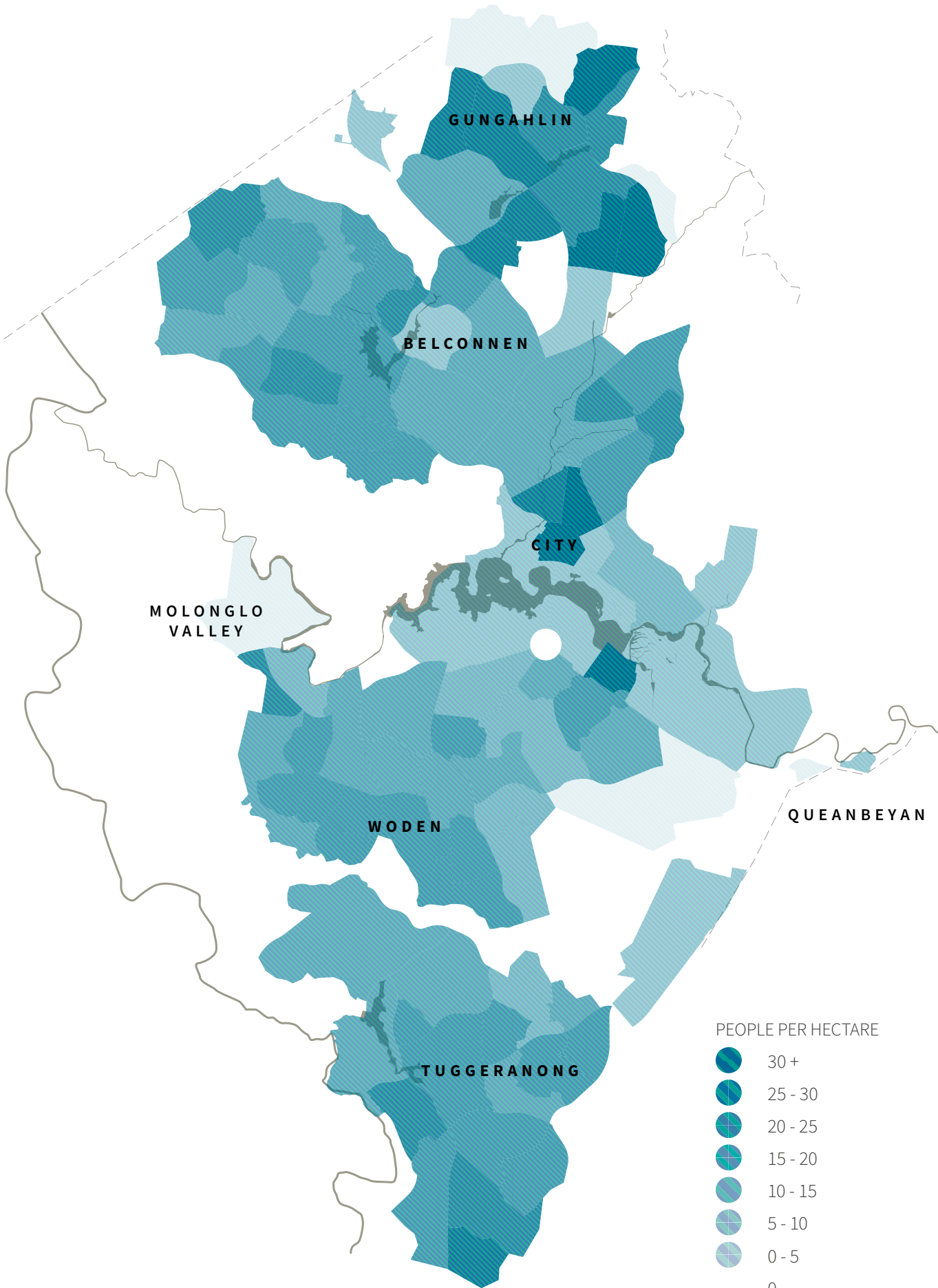
## A growing and diversifying population

Canberra has experienced strong and sustained growth, adding approximately 30,000 people since 2012, and is expected to continue to grow. This growth is driven by a combination of factors: natural increase, retention of people of a diversity of ages, and overseas and interstate immigration. New residents are attracted to Canberra for the education, jobs and lifestyle opportunities created by our strong economy and attractive natural and social assets.

Our population is the second youngest in Australia, but is also ageing. In 2016, 12% of our population was aged 65 or over, with that figure expected to continue to rise. The change in our demographic profile has significant implications for housing provision, community services and infrastructure.



MAP 1. ACT POPULATION DENSITY IN 2016 (RESIDENTS PER HECTARE OF BUILT FOOTPRINT AT SUBURB LEVEL)

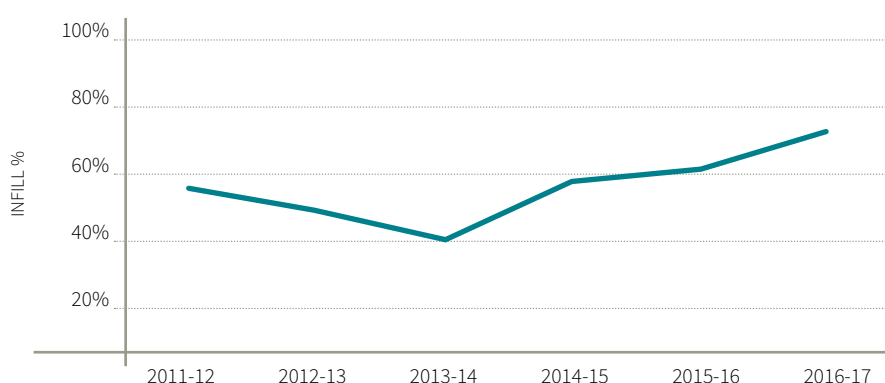


# Housing a growing population and managing expansion of our city

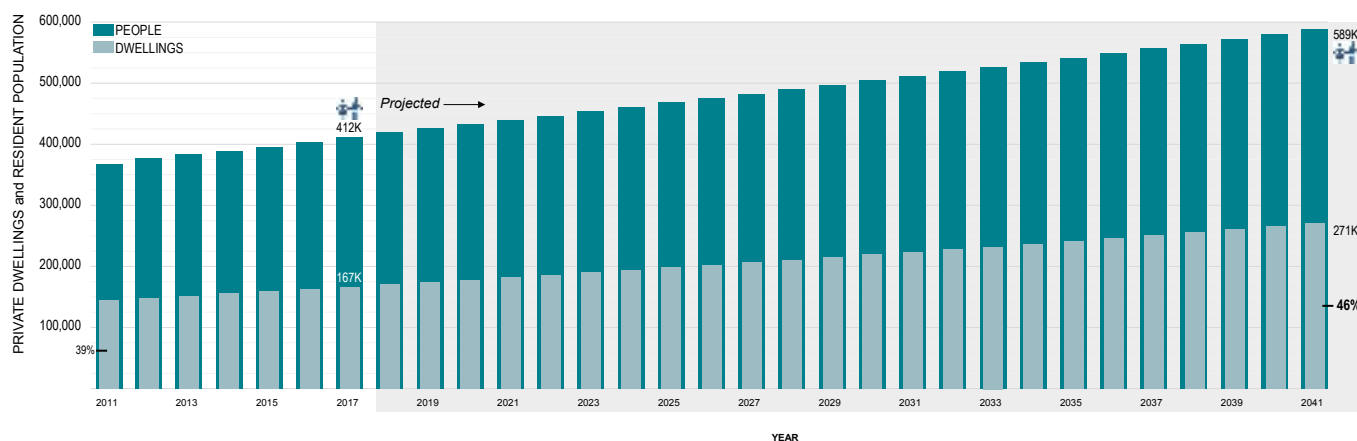
The demand for new housing is growing. In order to protect the natural attributes and liveability of our city, our green spaces, unique neighbourhoods and bushland setting we need to plan and manage how and where we grow. Our new housing has to be located efficiently to use our existing infrastructure, services and networks. Our city needs to work now and for future generations balancing social needs with economic impacts and the environment as the city's footprint changes.

Our urban area has increased by more than half since self government. Much of this growth has been in the form of single dwellings with fewer and fewer people living in them. The combination of these factors has meant our urban footprint is growing outwards, potentially challenging the sustainability and liveability of our city.

**FIGURE 1.** SHARE OF BUILDING APPROVALS IN URBAN INTENSIFICATION AREAS

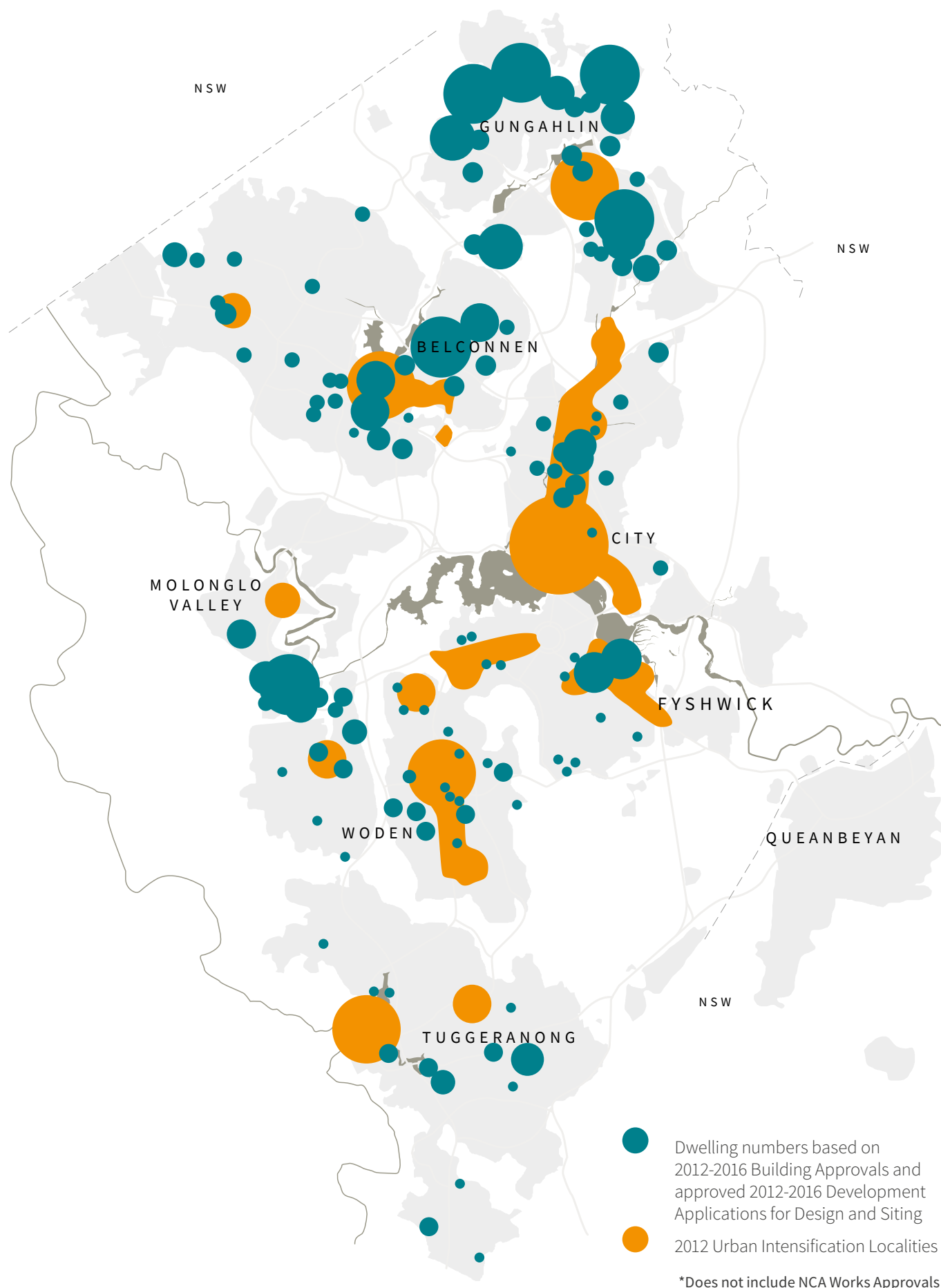


**FIGURE 2.** CURRENT AND PROJECTED RELATIONSHIP BETWEEN ACT POPULATION AND DWELLING SUPPLY TO 2041





MAP 2. 2012-16 APPROVED RESIDENTIAL DEVELOPMENT APPLICATIONS AND BUILDING APPROVALS





There is potential for approximately 29,000 new homes in existing greenfield areas. If no new greenfield areas are identified, this is sufficient until second half of 2030s. We understand that Canberrans value the unique bush and native grasslands environments that surround our city. We have heard clear feedback that people want to retain this natural buffer between the ACT and surrounding parts of New South Wales, which is why decisions about further greenfields development on Canberra's fringes will need to be carefully weighed up against protecting our natural environment.

Most new greenfield development has occurred to the north and west of the city, leading to a growing distance between residential areas and Canberra's major employment locations in the centre and east. In order to meet sustainability and accessibility objectives, the location of future residential development including greenfield areas, redevelopment and urban infill will need to be carefully considered in order to minimise trip length and journey times.



Canberra has the **SECOND LOWEST** population **DENSITY** of the major Australian capital cities (250K+).  
**POPULATION DENSITY IS APPROX 1062 PEOPLE/KM<sup>2</sup>**, about 3/4 of Adelaide's density of 1400 people/km<sup>2</sup>.

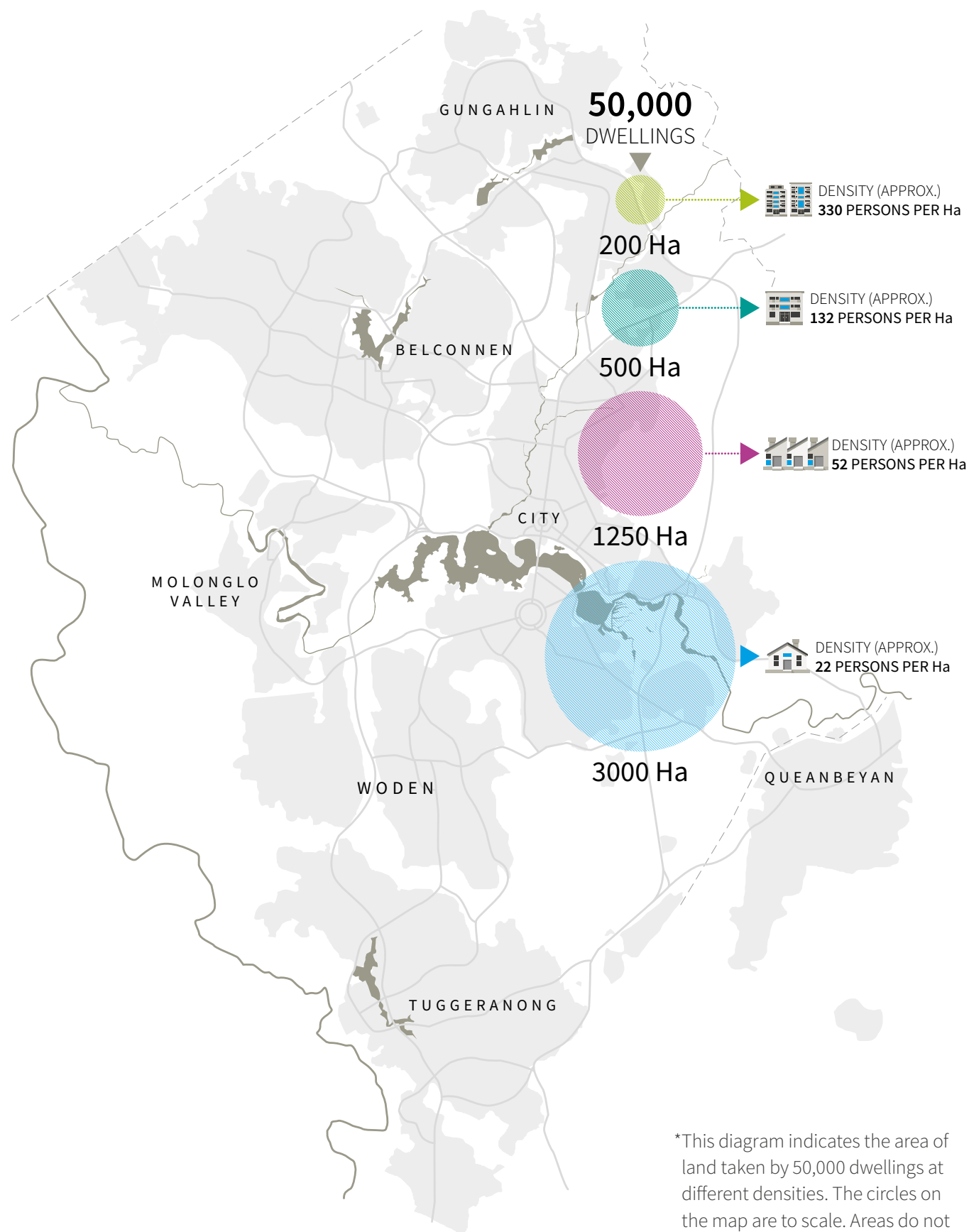


**IN 2017 THE ACT HAD 167,000 PRIVATE HOMES**



Based on current trends the projected housing demand is for approximately **100,000 NEW HOMES BETWEEN 2018 AND 2041**, equating to almost **12 NEW HOMES A DAY**

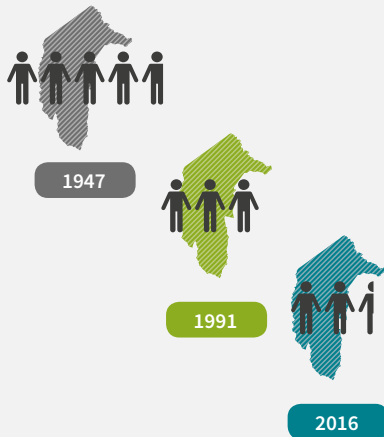
**MAP 3.** LAND TAKEN BY 50,000 DWELLINGS AT DIFFERENT DENSITIES



\*This diagram indicates the area of land taken by 50,000 dwellings at different densities. The circles on the map are to scale. Areas do not include roads, open space or other community facilities.



# Responding to changing households



## HOUSEHOLD SIZE SHRANK

from 2.9 people in 1991 to 2.5 in 2016, decreasing from a peak of 4.7 in 1947.



## SINGLE PERSON HOUSEHOLDS

in the ACT **INCREASED BY 125%** from 1991 to 2016, the fastest growing household type in the ACT.

**55% OF HOUSEHOLDS** have 2 or fewer people.

The trend towards smaller families and households is reshaping our suburbs. While single dwellings remain the dominant form of housing, its proportionate share has decreased between 1991 (80% of dwellings) and 2016 (65%).

Canberran's housing preferences are changing, with higher demand for medium density housing such as townhouses. A recent household survey (2016) under taken on behalf of the ACT Government found that household preferences for dwelling types closely align with dwelling supply (2016 census - see below). Changing lifestyle choices, affordability and an ageing population seeking to downsize and age-in-place are shaping the way we choose to live and the housing we prefer. Reducing household sizes presents an opportunity for a more compact and efficient city by increasing density through planning initiatives that support smaller housing typologies (e.g. town houses and multi-unit housing) and greater diversity of housing in appropriate locations.

Housing affordability is a key issue. Housing that is affordable and accessible to all is fundamental to a successful and inclusive city. Families with lower socio-economic status often live further away from the city centre, with reduced access to jobs, facilities and services. To remain equitable and inclusive, we need to deliver more choice in housing and make sure it is well located to public transport, jobs and services.

Having a range of dwelling types and tenures at different price points in locations throughout the city makes it easier for people to move to a dwelling that suits their changing income and lifestyle needs. More people are wanting to downsize or upsize within their neighbourhood, particularly as the population ages.



**Census 65%**

**Survey 63%\***

**Low density dwellings**

comprising separate houses



**18%**

**18%\***

**Medium density dwellings**

including semi-detached, row, terrace and town houses, flats or units attached to a house



**17%**

**19%\***

**Higher density dwellings**

including flats, units and apartments in one or more storey buildings

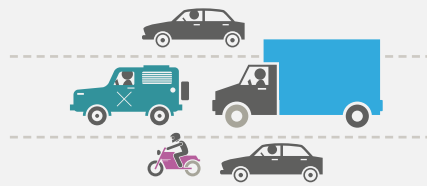
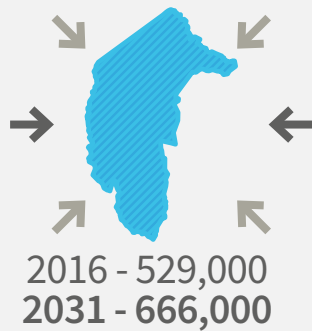


**Medium and Higher density dwellings**

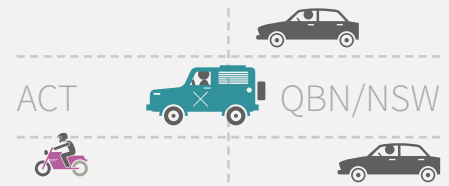
Our housing options are becoming more diverse. Since 2011, **18,066** homes have been built in a mix of **MEDIUM AND HIGHER DENSITY**.

\*'ACT Housing Attitudes and Intentions Survey 2016' Winton Sustainable Research Strategies Pty Ltd

## LIVING WITHIN 1 HOUR FROM CANBERRA



**BY 2031, 33,500 COMMUTERS**  
are projected to cross the border  
daily into the ACT,  
**FROM QUEANBEYAN ALONE,**  
**UP FROM 18,830 IN 2016.**

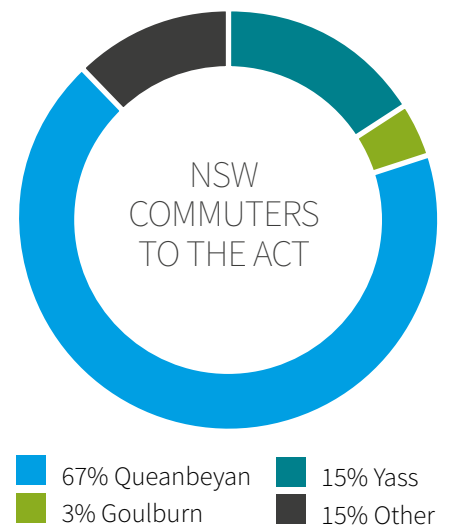


**ALMOST TWO-THIRDS (63%)**  
of Queanbeyan–Palerang Council's  
resident workforce travels to  
work in the ACT.

## The heart of a growing region

Canberra is at the centre of a growing region. The Canberra Region offers a diverse range of jobs, services, tourism, lifestyle, housing and leisure opportunities. By leveraging opportunities presented by our position in the region and investing in transport networks, communication systems and urban settlement patterns, we can support our economy and the competitiveness of the region.

The intrinsic link with the region brings many economic benefits to the ACT, but also brings challenges to plan for; for example, additional transport, roads, parking, freight, housing and settlement, facilities and service provision. We will continue to collaborate with our NSW partners to coordinate and integrate growth and change to build on the strengths of the region as a whole.



### What is 'the Canberra Region'

In the context of this Strategy, and the NSW Government's South East and Tablelands Regional Plan, the Canberra Region includes the Australian Capital Territory (ACT) and the surrounding NSW Local Government Areas of Bega Valley, Eurobodalla, Goulburn–Mulwaree, Hilltops, Queanbeyan–Palerang, Snowy Monaro, Upper Lachlan, Yass Valley and Wingecarribee.

The ACT Government has led the formation of the Canberra Region Joint Organisation (CBRJO) to partner with the NSW Government and these local governments on joint priorities like infrastructure planning and regional economic development opportunities.

# Building competitiveness in a changing economy

The ACT’s economy, despite its small population is estimated to have a Gross State Product (GSP) of \$37.5 in 2016-17. In this period our economy grew the fastest in Australia (4.6%), with the second highest GSP per capita. The strength of the ACT economy rests upon its highly educated workforce and the high value services they provide.

Canberra is well placed to respond to global economic changes such as rapidly changing technologies and increasing importance and value of the ‘knowledge economy’ and the growth of the shared economy. Our increasingly diverse population provides opportunities for creative and innovative services well placed to take advantage of Australia’s evolving economy. This rich human capital will help us respond to a rapidly changing economic times.

In a global economy increasingly characterised by competition between cities, an innovative and increasingly diverse city such as Canberra is best placed to attract and retain sought-after workers. While Canberra is already strong with its administrative and professional service industries, we need to boost our competitiveness in continuing to develop our knowledge based research and development and information technology industries.

Land-use planning can do much to build prosperity for Canberrans. As a human economy, fostering productivity, liveability and sustainability will attract and retain the ACT’s important resource— its people.

The ACT’s economy continues to diversify with new businesses and jobs being created in a host of knowledge and service sectors. At the same time, the public service and defence industry continues to provide a solid base for our local economy.

support the continued diversification of our economic base makes the ACT more robust by reducing our reliance on public administration service as the major source of employment. Economic diversification is a virtue in itself, as the growth of commercial services and knowledge-based industries support the agglomeration of a number of activities in which their economic value together is greater than the sum of its parts.

The greater part of the ACT’s economy and jobs is based in central and eastern Canberra, with our population dispersed throughout the north, west and south of Canberra (See Map 4-5). The challenge for this Strategy is to better integrate land use and transport in order to lead to a more sustainable, accessible and equitable city.

Using land-use planning to directly



- 53% beyond 10km
- 30% within 5-10km
- 17% within 5km



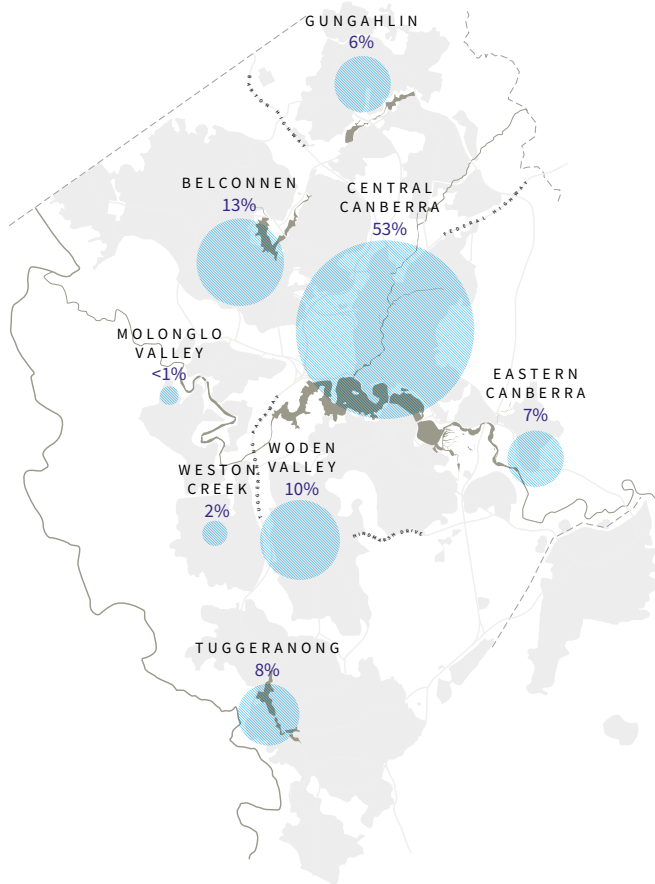
- 32% Public admin/safety
- 10% Health care/social assistance
- 9% Professional/scientific/technical services
- 9% Education/training
- 7% Retail
- 6% Accommodation/food services
- 6% Construction



- 36,600 City
- 14,335 Belconnen
- 13,430 Fishwick
- 13,230 Phillip
- 12,450 Barton
- 11,030 Greenway
- 7300 Canberra Airport
- 6900 Russell
- 6800 Acton
- 6790 Garran (The Canberra Hospital)

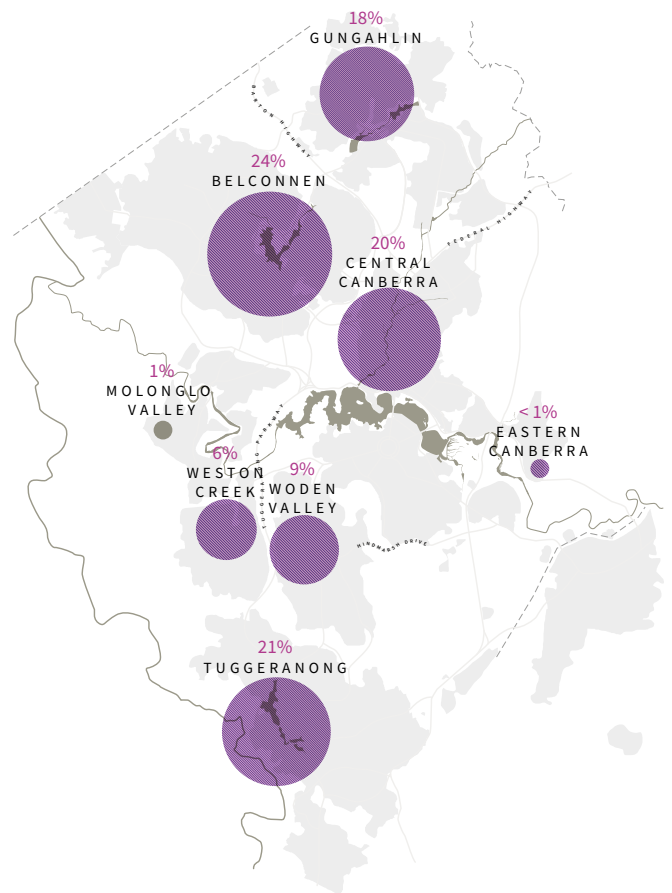


**MAP 4. ACT DISTRICTS EMPLOYMENT DISTRIBUTION 2016**



Source: ABS 2016 Census of Population and Housing  
 \*The ACT's 'Canberra Central' district includes place of work locations of City, Fyshwick, Barton, Russell and Acton.

**MAP 5. POPULATION BREAKDOWN BY DISTRICTS 2016**



Source: ABS Estimated Resident population 2016.



**235,000 WORKERS**  
 work in the ACT in 2016,  
 with **87%** living here



**MAIN EMPLOYMENT** in 2016 was  
**PUBLIC ADMINISTRATION**  
 and safety, followed by health care  
 and social assistance.



**EMPLOYMENT IN EDUCATION**  
**AND HEALTH** care and social  
 assistance sectors increased by almost  
**7,000 JOBS BETWEEN 2011-2016.**



## Capitalising on Canberra’s planned centres

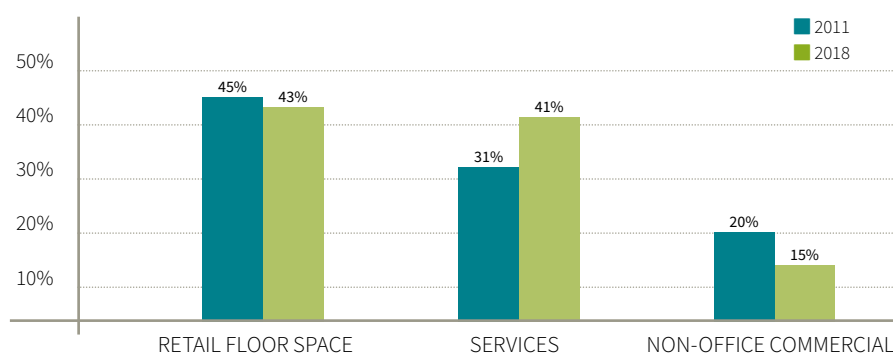
Canberra’s spatial planning was based around districts with their own town, group and local centres, so that people could live close to jobs, shops and services. Traditionally, this model was successful, however our employment is centralising and technological and cultural shifts are altering the way people shop and access services. As a result, the role of our centres is changing. In addition there are new and emerging locations for commercial and retail activity and employment such as Canberra Airport.

In the town centres, increasing amounts of floor space are being taken-up by services, over retail activities (Figure 3) as community expectations and shopping habits move to using centres as meeting places.



Many local centres are also transitioning to activity centres that provide lifestyle services, niche shopping and social connection, such as informal community meeting spaces. We need to capitalise on the historic planned structure of the city, while accommodating changes that are occurring to centres, as well as further changes articulated under this Strategy in order to meet our vision for a sustainable, competitive and equitable city.

**FIGURE 3.** TOWN CENTRE NON-RESIDENTIAL FLOORSPEACE USE 2011-18



Source: 2018 Commercial Centres and Industrial Areas Floorspace Inventory (ACT Government 2018)

# Meeting the growing and diverse transport needs of the city

Canberra’s transport network has solid foundations with an extensive network of roads, imminent light rail network and increasing and continuing investment in bus and active travel networks. The diversification of our transport network is acting as a catalyst for change, offering more transport choices for a growing population.

As Canberra grows and jobs centralise, commutes are increasing. The average distance between where Canberrans live and work has lengthened, despite significant new housing in town centres and along transport corridors.

Transport will make up more than 60% of the ACT’s greenhouse gas emissions when the ACT reaches its 100% renewable electricity by 2020 target. To reduce our dependency on car travel, it will be critical to integrate where people live with our public transport investment to support affordable and accessible transport options.

Household travel costs are linked to housing affordability. Improving public transport options and enabling more people to live close to jobs, services and rapid public transport are ways we can reduce car dependence and pressure on household budgets.

Canberra has become a globally-connected city following the introduction of daily international flights from Canberra Airport. This direct global reach has the potential to significantly stimulate the economies of the Canberra region, providing opportunities for current and prospective exporters in the city and region, and enhancing tourism opportunities. The airport, rail infrastructure from Canberra to Sydney and the national highways into and out of the ACT provide a good basis for the distribution of freight and are important considerations in shaping the city for a successful and globally-connected economy.

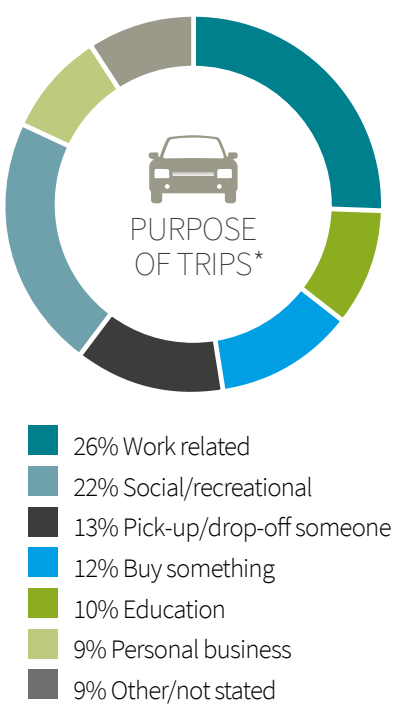
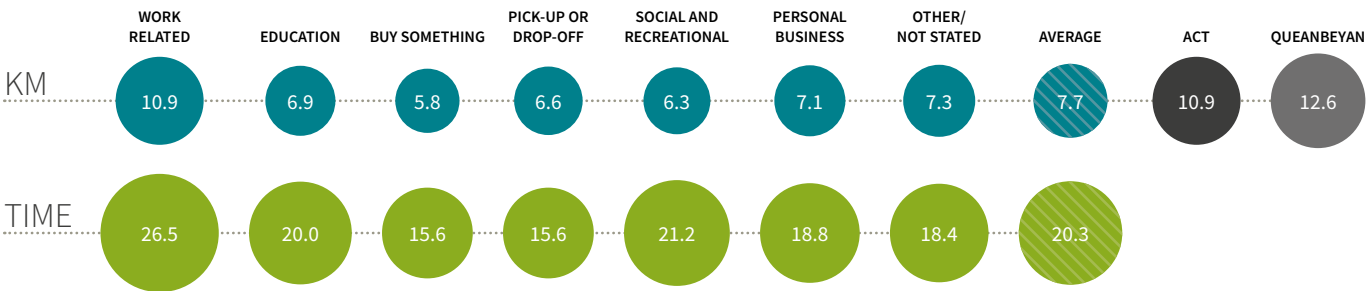


FIGURE 4. TRIP PURPOSE BY LENGTH\*



\*ACT and Queanbeyan-Palerang Household Travel survey 2018. ACT Government and Queanbeyan-Palerang Regional Council 2018



# Responding to a changing climate

The ACT Government has committed to a target of achieving net zero greenhouse gas emissions from the ACT by 2045. Achieving this target will require long-term commitment and a strategic approach to reducing emissions and shifting to a low carbon economy.

To keep us on track to achieve net zero emissions, Government has set firm interim targets based on advice from the ACT Climate Change Council. These targets are to reduce greenhouse gas emissions from 1990 levels by:

- » 50–60% by 2025
- » 65–75% by 2030
- » 90–95% by 2040.

Smart urban planning for a zero emissions, climate resilient future will be key to successfully achieving these targets.

The ACT is on track to be powered by 100% renewable electricity by 2020. This means that from 2020 onwards, emissions from our electricity sector will be zero.

From 2020, transport will become the biggest contributor to ACT emissions, accounting for over 60% of emissions. At more than 20%, the second biggest contributor will be natural gas use in buildings. This shift in our emissions profile highlights the need to focus on reducing emissions from transport and from energy use in buildings. At the same time, improving energy efficiency remains a high priority so that we can cost effectively maintain our 100% renewable electricity supply.

Reducing grid electricity demand through increased efficiency and small-scale solar with batteries will continue to be important in maintaining this target we have invested in solar and wind generation and committed to the roll-out of battery storage technology.

Reducing emissions from transport by promoting cycling and walking, increasing the use of (and reducing emissions from) public transport, reducing car trip distances, and encouraging the transition to zero emissions cars will be critical for achieving our emission reduction targets.

Our city is already experiencing the effects of climate change and is predicted to experience more heatwaves, more intense storms and increasing severity of droughts.



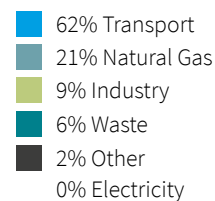
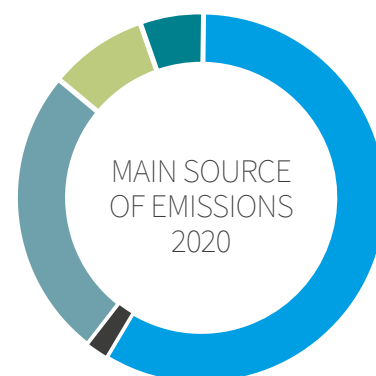
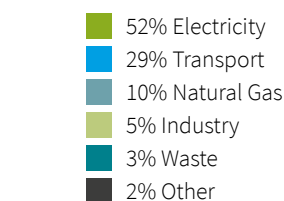
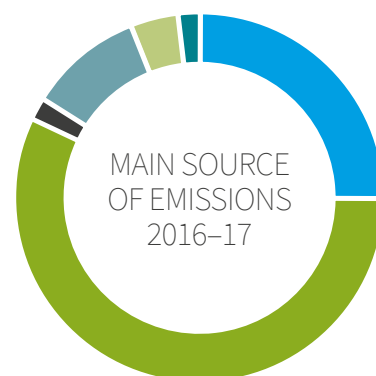
These changes impact on our vulnerable groups such as the elderly, very young, those with ill health and low income households in terms of environmental and economic impacts such as affordability and access to essential services.

The NSW and ACT Regional Climate Projections (NARClIM) provide information on the projected effects of climate change in our region for the near (2030) and far (2070) future. The most recent snapshot of future climate change indicates the ACT will continue to warm by about 0.7°C from 2020–39, increasing to about 2°C in 2060–79. As a result of the effects of climate change in our region, an average of five extra heatwave days above 35°C are expected by 2030 and up to 20 extra heatwave days by 2070.

Days of severe fire weather will increase in summer and spring. The potential for severe storms and flash flooding is also expected to increase.

Adapting to the impacts of climate change in our region will mean improving our resilience to natural hazard events such as bushfire, storms, flooding, drought and heatwaves.

We can prepare for these impacts by planning to keep our city cool and liveable in a changing climate. Improving our ‘living infrastructure’ (plants, soils and waterways) will help keep our city cool and reduce urban heat impacts. This could include increasing tree canopy cover, designing parks and open spaces for natural cooling, restoring urban waterways and encouraging green roofs and walls.











# STRATEGIC DIRECTIONS

The following five themes and the actions under each direction build on Canberra's key strengths— its liveability, natural environment, accessibility, knowledge-based economy and its position within a diverse and thriving region.

The issues we will address are interrelated, as are the actions, so each action contributes to the delivery of the five strategic directions.

# 1. COMPACT AND EFFICIENT CITY



The 2012 ACT Planning Strategy sought to create a more compact, efficient and inclusive city that is renowned for its liveability. Since then, major changes have taken place to accommodate the growing city; the first stage of our light rail network is being constructed, urban renewal is transforming parts of our city and we have committed to a carbon neutral future. These changes, along with other drivers, provide an even stronger opportunity to achieve a compact and efficient city.

Canberra's continued development as a compact and efficient city will provide increased diversity in where and how people live, while making the best use of existing land, infrastructure and assets to provide for a high quality of living. This approach to the future development of our city will improve accessibility and the connections between the spaces we use to live, work, study, shop and access services.

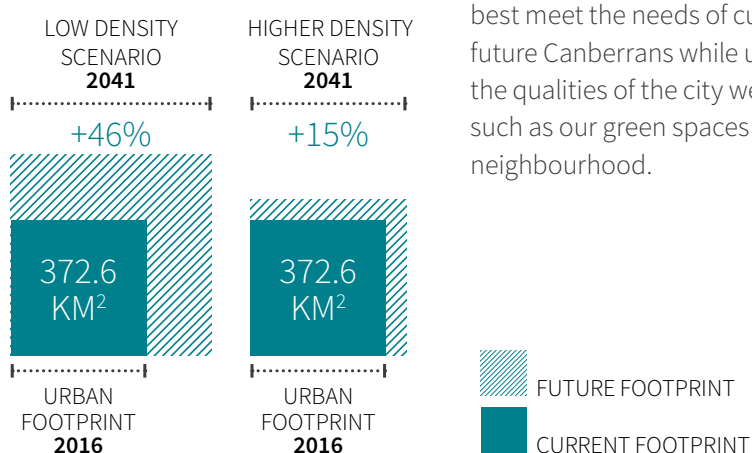
Forecasts indicate that around 100,000 new homes would need to be constructed between 2018 and 2041 to meet projected housing demand.

Their location is an important factor in assessing our urban growth, as is the impact that different densities and typologies have on our urban footprint. The higher the density, the less land is used; and the more efficient we can be in our use of our land. Map 3 displays the area of land taken by 50,000 dwellings at different densities.

Urban growth should be located to best meet the needs of current and future Canberrans while upholding the qualities of the city we value such as our green spaces and unique neighbourhood.

Continued urban expansion puts pressure on the valued natural resources that surround the city such as our bushland and grasslands, landscape setting and connectivity of ecosystems. It creates demand for additional physical and social infrastructure such as roads, utilities and education and health services.

Between 1991 and 2016 the ACT's urban land take grew by 57.3%<sup>1</sup>, whereas the population grew by 43.3%. This indicates we consumed significantly more land for urban development in comparison to our population growth.



1 EPSDD. Calculated based on ABS urban centre and footprint data 1991-2016. City urban land area is a gross metric calculated from the contiguous perimeter edge of peripheral urban localities defined by ABS urban character criteria of demography and density. The figure includes all land within the contiguous perimeter regardless of land use.





Our current urban footprint (as at 2016) is 372.6km<sup>2</sup>, with a population density of approximately 1080 residents/km<sup>2</sup>. The projected population at 2041 is 589,000. If current density continues unchanged, the urban footprint required to accommodate 589,000 residents at 2041 will be about 544km<sup>2</sup>, a 46% increase from 372.6km<sup>2</sup>. This growth pattern would not support a compact and efficient city. It would increase our travel times and decrease transport options, increase our ecological footprint and infrastructure servicing costs and would not support equitable access to services.

However, if urban intensification continues the trends observed from 2011 to 2016, 589,000 residents could be accommodated within a 429km<sup>2</sup> footprint, which equates to a 15.2% increase from 2016.

While the social, economic and environmental implications of growth are paramount, continuing to provide for choice and diversity in where and how people live means considering all opportunities for growth.

The two key options to manage urban growth include:

### **Infill development**

(also referred to as urban renewal). Infill development involves increasing the capacity of our existing urban area to support growth. It requires the strategic identification of areas where development can be focussed, including the following:

- *Urban intensification areas*—the city centre, town and group centres and transit corridors which are areas of high accessibility.
- *Areas within the existing residential footprint*—blocks or sites in appropriate location with the capacity to accommodate increased housing supply, density and choice; for example, large blocks in accessible locations with the potential for dual occupancy development. This could apply to the RZ1 Residential zone under the Territory Plan.
- *Areas close to local centres* (400 metres /average 5 minute walk) - areas that could be suited to medium density housing typologies. This could apply to the RZ2 Residential zone under the Territory Plan.

**Greenfield development.** Subject to a full assessment of environmental, transport, infrastructure and planning

issues, the potential further expansion of the city into areas that are next to, or close to existing urban areas, and they must be areas that facilitate the efficient use of existing infrastructure, transport, or infrastructure that could be relatively easily and cost effectively extended.

Maintaining a supply of greenfield housing in a variety of locations and price points contributes to the attractiveness of the ACT as a place to live. However, any further expansion of the city must be balanced against the need to protect key environmental values, and be in locations that facilitate accessibility to existing employment, services and infrastructure.

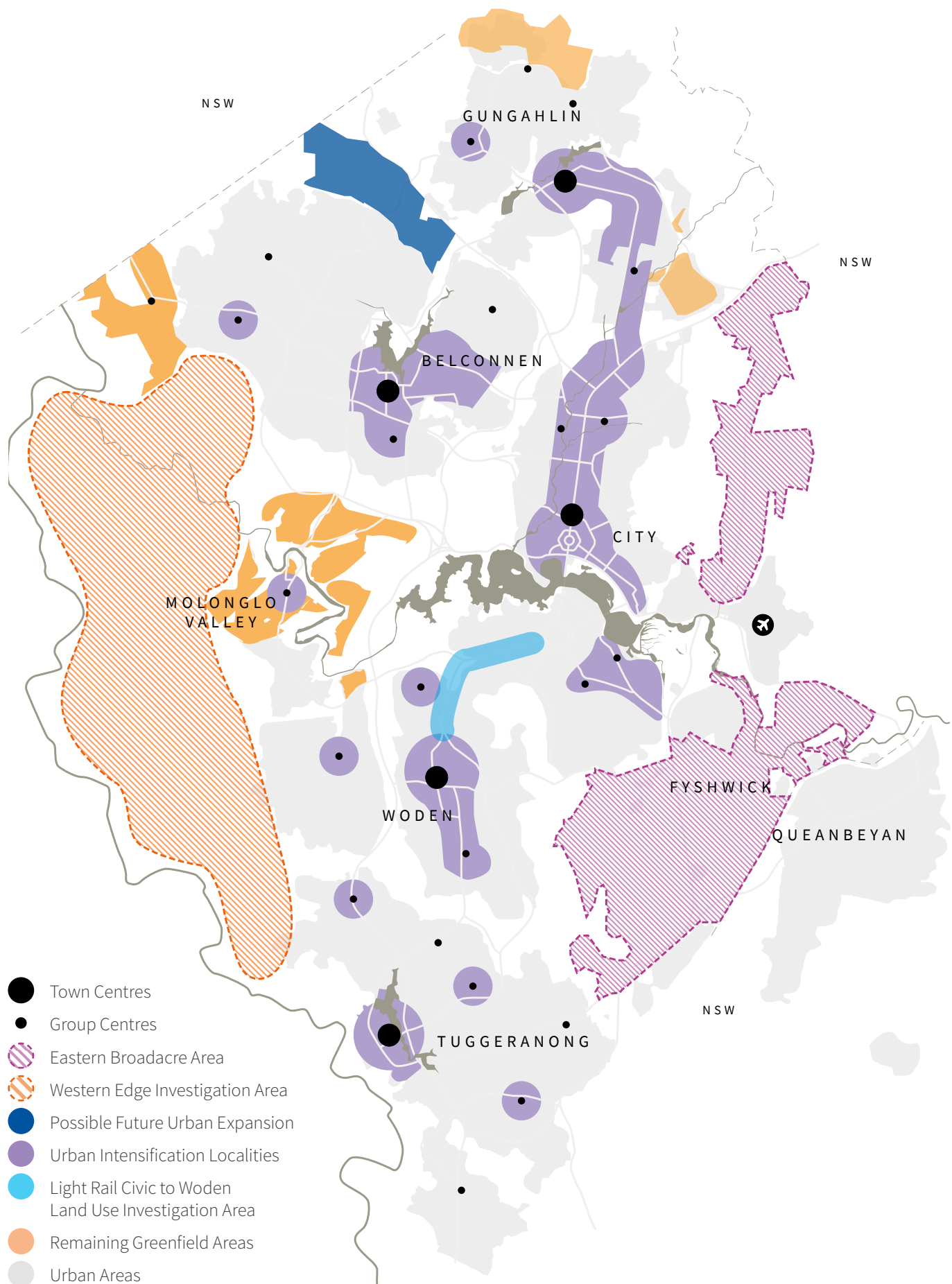
Both options involve change, and there is a close interrelationship between the two; for example, greater infill opportunities may reduce the need to develop rural land on the periphery of the city.

Map 6 shows potential urban growth areas, including infill and areas that may be suitable for urban expansion, subject to detailed investigation.

This details the policy direction; implementation at the district or suburb level will be delivered over many years and be subject to ongoing consultation with residents and the community.



MAP 6. GROWTH MAP



## Direction 1.1

Support sustainable urban growth by working towards delivering up to 70% of new housing within our existing urban footprint, and by concentrating development in areas located close to the city centre, town and group centres and along key transit corridors.

Sustainable growth of our city must support high levels of transport accessibility and the efficient use of existing physical and social infrastructure. It must be capable of providing a range of lifestyle choices.

A key strategic direction of the 2012 strategy was urban intensification around key town and group centres and along major public transport routes. This policy has been supported through the delivery of master plans for priority areas (such as Belconnen, Tuggeranong and Woden town centres) and key public transport corridors (such as the City and Gateway).

While the 2012 strategy required the proportion of new housing to be delivered through urban intensification to be 50% or more, an average of 63% of all new housing has been achieved through infill development between the financial years 2011–12 and 2016–17, demonstrating the success of the policy in achieving urban intensification outcomes.

Figure 5 demonstrates the rates of infill development compared to greenfield between 2011 and 2017.

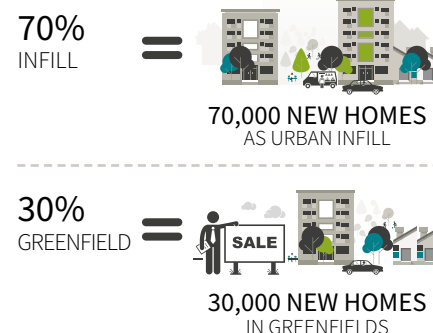
This 2018 Strategy seeks to build upon and enhance the direction established in the 2012 strategy. It establishes that the majority of urban growth will occur within our existing urban footprint, building upon our structure of districts and centres connected by inter-town public transport corridors. Because of the success of the 2012 strategy, and in order to respond to new opportunities that have since arisen (for example, the development of light rail) this 2018 Strategy seeks to deliver up to 70% of new housing as infill development. Working towards a higher rate of infill development aligns with other key social, environmental and economic imperatives facing the ACT, including a carbon neutral future, and demographic trends favouring greater housing choice.

Higher density development will be strategically concentrated in defined areas of the city, including centres and public transport corridors.

The renewal of our city, town and group centres also provides opportunities for greater lifestyle choice, while increasing the vibrancy and economic viability of centres. Investigation of the opportunities for urban intensification along our key inter-town public transport corridors where there is investment in mass transit, both existing and proposed, will promote the future sustainable growth of our city and improve the accessibility and viability of public transport.

A key example of the potential for growth along a transport corridor is the urban intensification occurring along the Northbourne Avenue light rail corridor. This growth will be guided by the City and Gateway Urban Design Framework (the Framework) jointly prepared by the National Capital Authority and ACT Government.

### INDICATIVE BREAKDOWN OF HOUSING SUPPLY 2018-2041



Opportunities for infill development will be considered by location, neighbourhood characteristics and the capacity of existing and proposed infrastructure. Infill around key transport routes and centres could provide opportunities for walking and cycling, promoting a healthy lifestyle and contributing to liveability.

Urban intensification opportunities will be investigated having regard to locational criteria, including proximity to:

- » frequent bus network corridor (800 metres/average 10 minute walk)
- » light rail stop (800 metres /average 10 minute walk)
- » city centre and town centres (1000 metres/average 15 minute walk).
- » group centres (800 metres /average 10 minute walk).

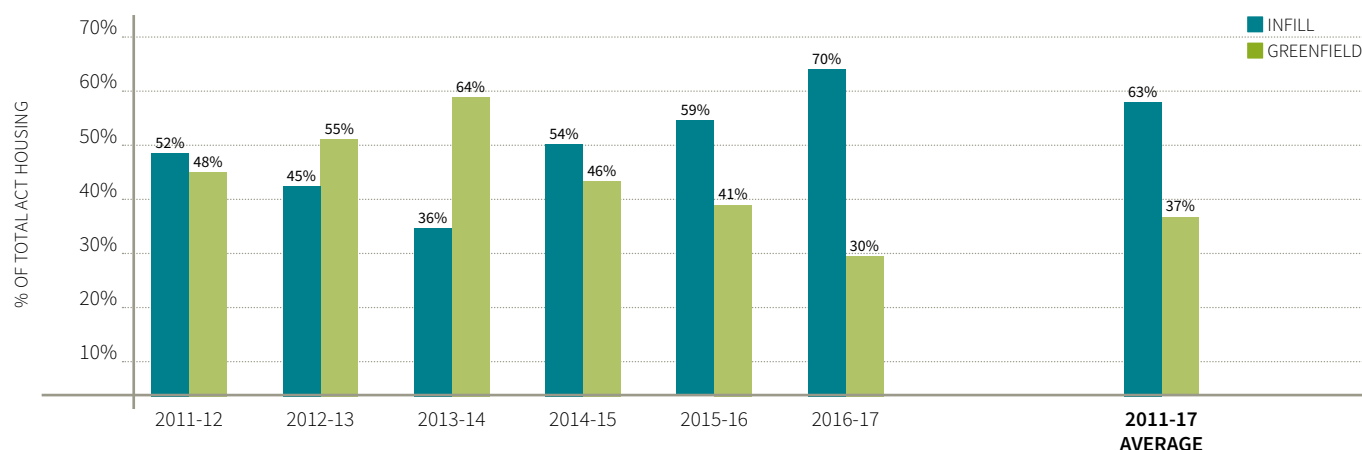
Accessibility to public open space and the future capacity of social and civil infrastructure will be assessed in identified urban intensification locations.

Our current urban structure of districts provides a sound base on which to deliver this direction. This direction will build on the strengths, opportunities and character of each district to achieve place-based outcomes.

**MAP 7. PLANNED LIGHT RAIL NETWORK**



**FIGURE 5. RATES OF INFILL DEVELOPMENT COMPARED TO GREENFIELD 2011 - 2017**





## ACTIONS

**1.1.1 To manage growth and achieve a compact and efficient city, work towards achieving up to 70% of new housing within the existing urban footprint by identifying, investigating and planning for infill development in:**

- ▶ urban intensification areas (see action 1.1.2 below)
- ▶ areas within the existing residential footprint
- ▶ areas close to local centres.

**1.1.2 Investigate the opportunities for higher density development within future urban intensification locations in order to inform prioritisation and staging of future development, land release and infrastructure (social and physical) investment options. Investigate locations that meet the following criteria:**

- ▶ frequent bus network corridor (800 metres/average 10 minute walk)
- ▶ light rail stop (800 metres /average 10 minute walk)
- ▶ city centre and town centres (1000 metres/average 15 minute walk).
- ▶ group centres (800 metres /average 10 minute walk).

The investigations will include:

- ▶ planning and design considerations including the existing character and amenity of areas, heritage, built form, landscaping and other factors.
- ▶ preliminary investigations of infrastructure capacity for urban intensification locations to forecast infrastructure demands for different growth scenarios, and to identify potential stress points for existing infrastructure networks
- ▶ preliminary investigation of social infrastructure capacity and the existing natural and open space network for servicing urban intensification locations including an indication of where intensification could occur by adapting and maximising use of existing social infrastructure
- ▶ an urban form assessment of urban intensification locations to allocate diversity of urban intensification throughout the city and to understand the prioritisation of land release
- ▶ key findings to inform prioritisation and staging of future development, zoning and policy changes and infrastructure investment options.

**1.1.3 Undertake preliminary land use investigations for the potential City to Woden light rail line to determine the opportunities for urban intensification afforded by increased transport accessibility.**

**1.1.4 Building on the Master Plan Program, investigate opportunities for district-level strategic and spatial planning approaches (see District level planning section) for districts likely to accommodate substantial infill growth and/or significant change, focussing on the:**

- ▶ role, function and catchment of the district, including its role in the provision of employment (in the context of the changing role of centres), residential and other key uses
- ▶ identification of strengths, opportunities and character of each district
- ▶ infill capacity, including potential sites
- ▶ infrastructure capacity (existing and future) and cost of augmentation
- ▶ role in the delivery of other directions under this Strategy; for example, as a key transport node or interchange, in the provision of living infrastructure and other initiatives
- ▶ ability to provide for a range of housing choices
- ▶ easy access to nearby open space.

## Direction 1.2

Investigate the potential for new residential areas to the west of the city to meet future housing need.

Population growth brings demand for new residential development locations. Many new housing areas on the edge of the city (known as 'greenfield' areas) identified in the 2012 strategy have now been developed, or are forecast to be completed in the short to medium term (2018–2031). So we can provide diversity in where and how people live, this 2018 Strategy considers long-term growth, including potential future greenfield areas required between 2031 and 2045. The process of investigating the suitability of land for urban growth can take around 10–15 years.

The 2012 strategy assumed an estimated supply of new greenfield land in Gungahlin and Molonglo Valley of 48,000 dwelling sites over the strategy's timeframe (2012–2031).

However, actual supply was reduced to 36,887 (11,113 less than anticipated) due to a number of areas being removed from development to protect and retain their environmental values.

Current estimates are that land supply in Gungahlin will be exhausted by 2021–22, with the exception of higher density units in the town centre, and in Molonglo by 2030–31. The NSW component of the Ginninderry development and possible redevelopment of the Commonwealth Scientific and Industrial Research Organisation (CSIRO) land in Belconnen may extend these timeframes.

Future locations for greenfield housing need to be identified so that we can continue to provide housing choice.

The options for urban expansion are limited. To the east of the city, the airport and environmentally significant areas preclude residential development. To the south, bushland and mountainous areas limit opportunities for expansion as, to the north, do the ACT/NSW border and nationally significant environmental areas.

In considering future growth, potential future greenfield areas were assessed against criteria including:

- » location—proximity to existing urban areas, employment centres, facilities and services
- » physical attributes—biodiversity, topography, heritage and other environmental factors
- » **infrastructure—access to existing infrastructure, transport services and ease of augmentation (i.e. extension).**

Following this process, West Murrumbidgee, Western Greenway, Central Molonglo and other areas were removed from consideration for the 2018 Strategy due to the complexity of environmental, landscape and community values. The Kowen Plateau was discounted due to significant infrastructure and sustainability considerations associated with the distance from urban Canberra. These areas may be re-examined in future reviews of the ACT Planning Strategy.





An area to the west of the city (beyond the Weston Creek and Molonglo districts) is a possible location for future urban expansion, subject to detailed investigation (see Map 6, Growth). This area appears to have few significant environmental and infrastructure constraints and is close to existing urban areas, providing good access to facilities, services and employment. The area was originally identified for further study in the 2012 strategy, and the 2018 Strategy has further refined the locational boundary. Investigations will begin to ascertain the values of the area and provide clarity about its future direction, including any role in urban expansion.

Central Molonglo is not being considered for urban expansion as part of this Strategy. However, Central Molonglo is included in the western edge investigation area to enable it to be considered in the context of future investigations proposed for the entire western edge, and in order to ensure that the future use and management of Central Molonglo can be confirmed.

## ACTION

### 1.2.1 Undertake environmental, infrastructure and planning studies for the western edge of the city to identify suitable areas for:

- ▶ potential urban areas (excluding Central Molonglo)
- ▶ nature reserves
- ▶ environmental offset and potential environmental offset areas
- ▶ the consideration of cultural and heritage values
- ▶ other uses, for example rural, broadacre, major infrastructure, transport and services.

The planning investigations referred to above must consider the appropriateness of the western area in the context of ACT-wide opportunities for urban (greenfield) growth.



## Direction 1.3

### Use infrastructure efficiently to support our growing community.

This Strategy considers the infrastructure demands of growth. Growth must be supported by essential infrastructure such as transport, drainage, water supply, wastewater collection and treatment, energy supplies and communication systems. To continue to provide these essential services, planning processes must consider where infrastructure augmentation is required and how to better utilise and build upon existing infrastructure.

Better use of existing infrastructure is key to supporting population growth and investment in the right places, leading to a more compact and efficient urban form. Infrastructure for greenfield development is estimated to be many times more expensive than for infill development. Because infill development can use existing infrastructure it requires significantly less infrastructure investment per capita.

As we become a more compact and efficient city, we will further identify and prioritise infrastructure investment that best supports current and future development. This will be achieved through:

- » investigating existing infrastructure condition and capacity for future growth
- » **‘future-proofing’ new and existing infrastructure so it can support urban growth and be adaptable to changes in growth patterns and technological innovation.**

Infrastructure investigations will be undertaken under this Strategy (Direction 1.1, above) for significant infill and redevelopment areas within Canberra’s existing urban footprint. These will help forecast infrastructure demands at different growth scenarios and identify potential stress points for existing infrastructure networks.

Other infrastructure investigations will help determine the feasibility, suitability and priority of development along the western edge (Direction 1.2). The location and staging of future greenfield areas must represent a logical and cost-effective expansion of Canberra’s urban area.

The investigations will examine the infrastructure needs, options and costs of development including capital costs; whole-of-life costs and costs per dwelling; utilisation of existing infrastructure; interdependencies; and potential environmental implications.

#### ACTION

- .....
- 1.3.1 Continue to align land use planning and infrastructure planning to support the growth of the city.**
- .....



## Direction 1.4

Continue to work with the NSW Government and Councils to implement joint initiatives to understand and manage growth in the Canberra Region.

The ACT adjoins some of the fastest growing areas in NSW, leading to growing relationships in terms of housing, transport, employment and services. These relationships make it essential that the region is considered in the long-term planning for the ACT.

This direction is about working with the NSW Government and councils in the region to understand and appropriately manage regional growth. It recognises that we face similar issues and can improve our understanding of these issues by sharing information, monitoring trends and preparing collaborative responses.

Collaborative planning between the ACT and NSW governments and councils in the region focusses on the Canberra Region (See Map 8), comprising the ACT and surrounding local government areas.

In June 2016, the Canberra Region had an estimated total population of 627,587,<sup>2</sup> only slightly smaller than the significant population clusters of Gold Coast–Tweed and the Hunter Valley (including Newcastle) and twice as large as Geelong, Victoria's second largest city. The Canberra Region's population is almost three times the size of Greater Hobart.<sup>3</sup>



**MAP 8.** THE CANBERRA REGION

- 2 Not including Wingecarribee which was not part of the grouping as at June 2016
- 3 Canberra Region profile (February 2018), ACT Government. Chief Minister's, Treasury and Economic Development Directorate



Proximity to Canberra is generating growth in surrounding local government areas, with resulting pressures to convert rural areas close to Canberra to urban use.

The population of the Canberra Region within an hour's commute of the ACT was 512,000 in 2016, and is projected to be more than 660,000 by 2033, an increase of almost 30%<sup>4</sup>. This has significant implications for decisions regarding land use and transport in the region.

As a regional centre, Canberra provides employment and a range of higher-order services, entertainment and activities, and major tertiary education and health facilities for the surrounding region. Regional and cross-border travel associated with this role places pressure on the road network, which is already under congestion at key entry points and downstream at peak times.

To sustain economic development in the Canberra Region, this road network must also perform efficiently for freight transport.

In 2017 the NSW Government published the South East and Tablelands Regional Plan 2036, which provides a framework for managing growth and establishes policy directions to inform the work of the nine NSW local government areas surrounding the ACT. A key policy direction under the regional plan is that growth is directed to existing urban areas, towns and villages to make the best use of existing infrastructure and services and to support their growth.

Although not applying to the ACT, the regional plan acknowledges the close relationships with the ACT and contains joint actions around planning, climate change, service provision, economic development, catchment management, heritage protection, natural resource management and waste management.

Key joint NSW/ACT planning initiatives relevant to this Strategy include:

- » develop an agreed set of principles to inform a new cross-border infrastructure funding model. This seeks to create a consistent approach to infrastructure funding and delivery
- » work with the ACT Government to develop a cross-border land and housing monitor. The monitor will improve information about the supply and demand of housing and employment land to inform infrastructure planning and service delivery
- » enhance cross-jurisdictional collaboration to develop a coordinated strategic approach to water supply and investigate water supply options for growth areas. This acknowledges that the availability of water will continue to drive or limit the amount and location of urban development.

<sup>4</sup> Including the Territory's population itself. Source: NSW Government 'South East and Tablelands Regional Plan 2036' (2017).





The cross-border infrastructure funding model, and the cross-border land and housing monitor have commenced, while a strategic approach to water supply in the region is an ongoing action. The ACT Government will continue to work with the NSW Government in delivering these actions.

The regional plan also addresses transport issues, including cross-border commuting to the ACT and freight transport planning.

Of the 27,587 daily NSW commuters to the ACT in 2016, approximately 18,830 (68%) were from Queanbeyan, 4385 (16%) from the Young–Yass District, 972 (4%) from Goulburn and 3400 (12%) from other areas.<sup>5</sup>

Strategic transport modelling suggests that by 2031, over 33,500 commuters will cross the border daily into the ACT from Queanbeyan alone.<sup>6</sup>

<sup>5</sup> Journey to work figures based on the 2016 ABS Census. ACT Government, Transport Canberra and City Services Directorate, 4 September 2018.

<sup>6</sup> Canberra Strategic Transport Model, 2018, 4 September 2018 (Transport Canberra and City Services Directorate).

The new transport strategy will seek to progress further improvements to cross-border public transport including working with the NSW Government to achieve a rail journey time to Sydney of under three hours. This improvement could provide a commuter link to regional centres, and a viable business and tourist travel option.

A major issue for the sustainability of Canberra and the surrounding region is that many of these commuters travel by private vehicle as seamless cross-border public transport is currently unavailable. ACT buses are not authorised to travel into NSW, and fares, services and timetables are inconsistent between the ACT and NSW.

Sustained population growth, interdependent economic relationships and complex issues of service delivery require a coordinated approach to support the region's future.

Regional collaboration occurs through a number of forums and mechanisms including the Canberra Region Joint Organisation (CRJO)<sup>7</sup> and under the ACT-NSW Memorandum of Understanding for Regional Collaboration (2016) and ongoing Annual Work Plan. Additional collaboration occurs with Queanbeyan–Palerang Council through the Letter of Intent between the ACT Government and Queanbeyan–Palerang Regional Council (2016).

<sup>7</sup> Members: Bega Valley, Eurobodalla, Goulburn Mulwaree, Hilltops, Queanbeyan–Palerang, Snowy Monaro, Upper Lachlan, Yass Valley, Wingecarribee and the ACT Government



Key growth management issues for ongoing collaboration include:

- » engaging with the NSW Government and councils on planning policy for urban growth, with a focus on directing growth to existing towns and urban areas
- » planning and collaborating on major contiguous developments
- » protecting the distinct character and setting of the ACT and adjoining council areas
- » working with related agencies within the ACT and NSW governments to progress effective service and infrastructure planning in the region
- » understanding the infrastructure requirements (social and physical) to support population growth in the region
- » protecting strategic transport corridors and ensuring appropriate development occurs along and around identified corridors (Monaro and Barton Highway)
- » sharing information and data to inform planning and policy development and initiatives
- » improving transport connectivity with the region, including public transport, freight and rail
- » supporting growth in freight, tourism and export activity from Canberra Airport.

## LINKS

- Transport strategy
- South East and Tablelands Regional Plan 2036 and Implementation Plan 2017–19
- ACT and NSW Memorandum of Understanding for Regional Collaboration (2016) and Annual Work Plan.
- ACT and Queanbeyan–Palerang Regional Council Letter of Intent (2016) and Work Plan

## ACTION

- .....
- 1.4.1 Progress joint ACT and NSW planning actions identified in the NSW Government's South East and Tablelands Regional Plan 2036 including an agreed set of principles to inform a new cross-border infrastructure funding model and a cross-border land and housing monitor.**
- .....
- 1.4.2 Continue to collaborate with the NSW Government, councils in the region and other stakeholders on planning and related issues through the Canberra Region Joint Organisation (CRJO) and other forums**
- .....

## Direction 1.5 Protect the ACT and NSW border interface.

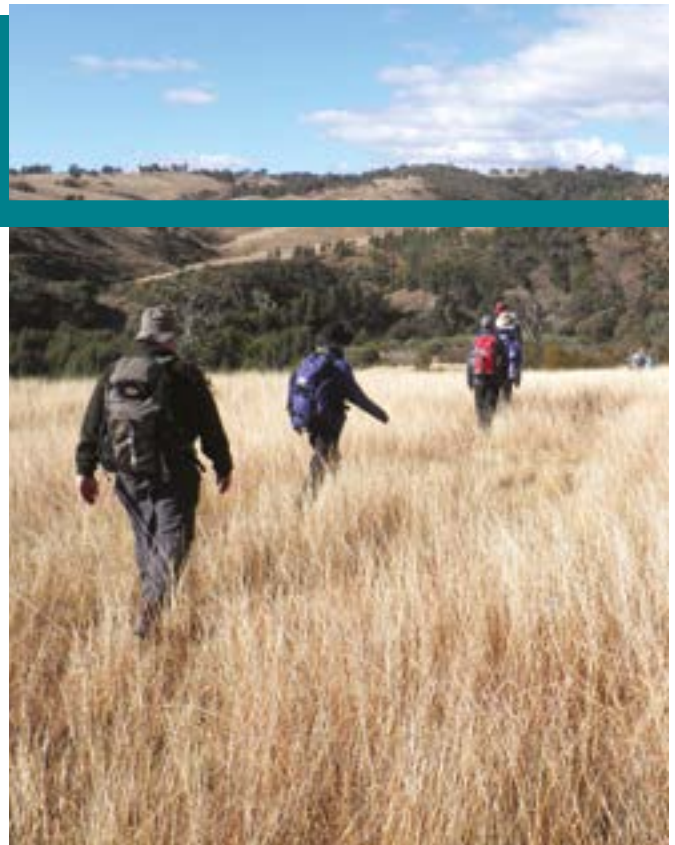
The location and type of growth in the region, and particularly the areas that immediately adjoin the ACT, has a range of implications for the Canberra Region, and the achievement of a compact and efficient city under this Strategy.

Suitable buffers or separation are required between the expanding urban area of the ACT and adjoining areas of NSW. In some cases there is potential for land use conflict between urban uses in the ACT and the adjoining rural or reserve areas in NSW, or with industrial uses in the ACT and adjoining residential areas in NSW.

There has been increasing interest in the development of NSW rural areas located within commuting distance of Canberra. These areas are not next to existing urban areas or towns, and proposals for urban development raise a number of sustainability, infrastructure servicing and environmental concerns.

To protect the border interface areas to the north of the ACT, Yass Valley Council has proposed the introduction of a five-kilometre buffer zone extending from the ACT border, within which urban development would be prohibited (except for existing approved development at Ginninderry). From the ACT perspective, a buffer zone would encourage growth in appropriate locations, protect the key setting and approaches to the National Capital, protect high value ecological areas and enable our physical and social infrastructure to be used efficiently and not placed under further pressure.

To the south of the ACT, Queanbeyan–Palerang Council is progressing planning for the South Jerrabomberra residential release area, which adjoins the Hume industrial area. To avoid future potential land use and conflict between industrial and residential uses, an appropriate buffer will be required in the design of South Jerrabomberra.



### ACTION

- .....
- 1.5.1 Support the provision of adequate buffer areas between the urban areas of the ACT and adjoining land uses within NSW in order to achieve compact and efficient growth, avoid land use conflict, protect rural and environmentally important areas, and maintain the setting and approaches to the National Capital.**
- .....





## 2.DIVERSE CANBERRA

The ACT Government is committed to ensuring that as Canberra continues to grow, we maintain a diverse population and physical environment, and a variety of services and economic activity. This includes building our economy and sectors where we have competitive advantage—tertiary education, renewable energy, professional services, technology, health care and social assistance—while attracting new and innovative people and sectors. Land-use planning can support high levels of productivity, liveability and sustainability.

The ACT's economy is consistently ranked amongst Australia's strongest. Our economy continues to grow, with a Gross State Product growth of 4.6% in 2016–17<sup>8</sup>, the fastest of all states and territories.

Our strong cultural and linguistic diversity brings varied skills, cultures, languages, and experiences to our city, building its distinct character and identity. This diversity is a great asset that contributes to growing new and different social and economic opportunities, and the liveability of the ACT.

The ACT is Australia's most 'human-based' economy. With a very small natural resource, agriculture and manufacturing base, we are, in effect, a 'city-state' with a knowledge- and serviced-based economy.

As such, we must foster and support a city with high levels of productivity, liveability and sustainability in order to attract and retain our most important resource—people.

The 2012 strategy emphasised the need to diversify Canberra's economy, focusing on supporting transport networks, communication systems and urban settlement patterns that enable broader economic investment.

While substantial gains have been made since 2012, there are significant opportunities for Canberra and the region to further expand the knowledge economy, further diversify our employment base, and encourage innovation.

For example there is a small but growing advanced technology manufacturing sector emerging in the Canberra region, requiring adequate supply of land to meet its growth. In addition, growth in the tertiary education and research sector is important to further diversify the ACT economy.

Land-use planning can do much to support the growth and diversification of the economy and society. The planning system has an integral role in enabling private sector decisions which influence economic and social outcomes that can support our growing city, such as allowing residential development in centres to support local businesses.

8 ABS Cat. 5220.0 - Australian National Accounts: State Accounts, 2016-17

## Direction 2.1

Respect Canberra's culturally rich and diverse community to foster inclusion and participation in our community.



Our population, in total number and age composition, is not static. To plan ahead for changes, we need to understand the population trends and their implications.

The ACT is becoming increasingly diverse. In 2016, 104,782 residents were born outside of Australia, representing 28% of the population. The population is increasingly age diverse, as described in earlier sections of this Strategy. This diversity will affect the way we plan for housing, infrastructure and services and how we seek the engagement of all groups in strategic planning so that diverse views and knowledge shape our city.

The age composition of our districts and suburbs is shifting and lifestyles are changing. As we consider how to plan and design the urban environment to support a range of living and working opportunities, we will also consider the type and location of community services to be provided.

In planning our city to meet the needs of a diverse community, we will consider our economic sustainability and changing environment. Canberra must be a city that attracts people of all ages and abilities to join the workforce, a city that promotes physical activity and provides all Canberrans with an urban environment that is liveable and helps mitigate the effects of extreme weather events.

### ACTION

#### 2.1.1 Continue to build on an evidence based approach to planning the city in order to:

- ▶ enable dissemination for government, industry and community use
- ▶ enable ongoing analysis and monitoring of demographic and spatial population trends
- ▶ review the impact of planning policy decisions
- ▶ inform future planning processes and policy decisions.

#### 2.1.2 Incorporate cultural and linguistic, age and gender diversity in comprehensive engagement on strategic planning to strengthen participation in the planning of our city.

#### 2.1.3 Take a district-level approach to planning for our diverse community to investigate the implications on:

- ▶ local infrastructure to support diverse needs
- ▶ housing diversity to meet changing household composition, age and cultural diversity and universal access principles
- ▶ place-making approaches tailored to increase participation and capitalise on community strengths.
- ▶ access for people with a disability or disadvantage.

## Direction 2.2

Enhance the diversity and resilience of our centres to meet the needs of the community, support economic viability and improved liveability.

Canberra's spatial planning has traditionally been based on clear hierarchy of centres distributed across the city. The centres hierarchy and role was originally set out to service the community with:

- » one **city centre** or central business district to service the whole city to meet the needs for higher order goods, such as electronics and specialty items bought less frequently and for which Canberrans would travel further for
- » four district **town centres** that provide higher order goods and services bought less frequently
- » 18 **group centres** for weekly grocery shopping
- » 91 **local centres** for daily shopping.

The original role of our centres has changed and needs to be reviewed to reflect new commercial trends and to support their long-term viability and diversity.

In addition, new centres of activity are emerging across the city such as mixed use areas within residential precincts, larger footprint businesses (e.g. Costco, Kaufland) and the Canberra Airport.

The ACT Commercial Centres and Industrial Areas Floorspace Inventory (July 2018) indicated that between 2011 and 2018 a greater proportional increase in commercial centres' floor space was taken up by services (e.g. banks, cafes, health and professional services) over retail activities (e.g. supermarkets, bakeries, clothing stores, household appliances stores and newsagents). Figure 3 (p32) indicates the floor space breakdown from the survey. This trend is likely to continue as community expectations and shopping habits move to using centres as meeting places.





Commercial land within our centres provides employment, which in turn supports increased housing provision and better utilisation of public transport connections. However, office building stock is ageing, reducing the number of A-grade office spaces within our centres. Planning mechanisms will support investment in the development and redevelopment of high quality offices space within our centres to attract and maintain business.

The long-term viability of our centres will depend on their ability to respond to future industry provision, community demand and expectations. This Strategy will facilitate that response. Building on the Master Plan Program, which began in 2010, this Strategy sets out how we can build on the individual character and strengths of districts and better support the linkages between centres and the districts they support. Increasing the potential for residential development in and around centres, upgrading infrastructure and undertaking initiatives to improve the vibrancy of centres will be important policy considerations.

Consultation on the Strategy confirmed the importance of centres to community and industry stakeholders. In particular, people noted the opportunities that centres provide to support urban intensification to create thriving and successful places.

## ACTION

### 2.2.1 Investigate a new approach to Canberra's centres hierarchy policy, with consideration of:

- ▶ centre character
- ▶ centre diversity
- ▶ the role of the centre in servicing the community and community usage trends
- ▶ leisure, entertainment and recreation activities
- ▶ economic resilience (ongoing viability)
- ▶ the role of other emerging activity centres and precincts within the ACT
- ▶ consumer behaviour and technological changes
- ▶ existing and future transport options.
- ▶ centre catchments
- ▶ employment



## Direction 2.3

### Improve the character of our city centre to improve liveability and activity.

The city centre is the heart of our city, providing employment, specialty services and a wide range of lifestyle choices. The city centre has the highest level of employment of any other location in Canberra, with almost 16% of total ACT employment. Significant growth in the number of people living in the city from 722 people in 2006 to 4708 people in 2017, represents an increase of 552%.<sup>9</sup> This growth delivers a range of benefits such as reduced commuting and transport costs, low journey-to-work times, increased opportunity to easily access a range of retail, social and cultural opportunities and a range of other benefits.

The city centre must remain competitive as a desirable place to live. This can be achieved with business investment, entertainment and cultural activities that create an exciting place-experience that showcases the city's distinct urban culture, artistic excellence and innovative business community. A holistic design response is required that contributes to:

- » creation of high quality places and precinct development, taking a people-focussed and design-led approach
- » facilitation of new and diverse investment into the area

<sup>9</sup> ABS Cat. 3218.8, Estimated Resident Population (ERP) 2006-2017p, ACT suburbs, districts and Canberra regions

- » application of robust and innovative social and environmental sustainability principles and programs that will underpin renewal
- » strong, strategic, influential and capable organisation and management of the city
- » **exemplary, accountable and transparent governance and compliance.**

Creating new opportunities and infrastructure, particularly in major renewal precincts, can help support our city centre to grow and create great places for people. Consideration of green spaces and equitable public access to these spaces is also important.

The 2014 City Plan sets a vision for future development in the city centre. Extensive community consultation during the development of the plan highlighted the community's desire for the city centre to have a stronger identity and vitality that draws people to it at all times of the day and night; in effect, to make the city centre the focus of civic, cultural and recreational life of the wider Canberra region.

The five character areas or precincts that make up the city centre under the City Plan are:

- » City Hill – Canberra's iconic cultural and civic core
- » City North West – Innovation and knowledge quarter

- » City North East – Retail and entertainment heart
- » City South East – Tourism destination, education and business quarter
- » West Basin – Vibrant urban waterfront connecting the City to the Lake.

The City Plan and related policies and plans will help determine development and growth in the above precincts and guide efficient and effective delivery of projects and infrastructure. They will unlock the potential of the city centre and better integrate it with public transport, residential buildings, surrounding parklands and educational institutions. Local, national and international interest in the city will be stimulated, attracting business and visitors and boosting the economy and liveability of the city.

Renewal of the city centre and its approach along Northbourne Avenue will also be guided by the City and Gateway Urban Design Framework (the Framework) jointly prepared by the National Capital Authority and ACT Government. The Framework sets the principles for development and growth in the city centre and along the gateway corridor of Northbourne Avenue and the Federal Highway. It will ensure a unified landscape and built form that responds to vision, place, community, character and function.



The Framework provides a collective long-term (2030+) vision and principles for this key corridor along four major planning themes, drawing upon the legacy of historic planning and contemporary design:

- » City shape and urban built form
- » Access and movement
- » Better places and streets
- » Sustainable communities and urban culture.

The Framework sets the policy context for the city and gateway corridor to ensure broader urban renewal and community benefits are achieved, including new business and lifestyle opportunities. It integrates existing government initiatives with long-term growth management and city shaping strategies and capitalises on the investment in Light Rail Stage 1.

## ACTIONS

### 2.3.1 Establish an approach to the urban design of the city centre that focusses on interconnected precincts, and considers matters relevant to the city centre location including:

- implementation of the City Plan and the City and Gateway Urban Design Framework
- solar access to public places and importance of green space
- contribution to the 'place' experience of the city
- encouraging the renewal of the city centre through projects that take a holistic design response and contribute to the context and character of the city centre, including the design of public places, streets, living infrastructure, public art and urban infrastructure.

### 2.3.2 Support the implementation of the City Renewal Authority's initiatives to enhance and revitalise the city.

### 2.3.3 Support and plan for the growth of commercial and residential development within the city centre to meet a diverse range of business investment and lifestyle choices that effectively use existing infrastructure.

## LINKS

- City Plan
- City Renewal Authority and Suburban Land Agency Act 2017
- City and Gateway Urban Design Framework



## Direction 2.4

Recognise and protect existing industrial areas and service trades areas as important elements of a diverse economy.



Land uses that provide employment play a vital role in providing a diverse range of business investment opportunities and services that support a growing community and economy. Key employment locations throughout Canberra provide opportunities for both Canberra and the region.

The 2012 strategy included an action to strengthen Hume as an industrial employment location in the ACT and region. Land release and infrastructure investment in the Hume West Industrial Estate since 2012 has supported this action.

Hume is strategically important because it forms part of the Eastern Broadacre employment corridor and has direct access to the national freight network. It serves both a local and regional catchment and, in recent years, has evolved into a key location for sustainable and innovative waste conversion and recycling businesses.

As development occurs within the ACT and adjoining areas of NSW, the role of the industrial precincts of Fyshwick, Mitchell and Hume must be protected.

These precincts are well located, connecting to the national freight routes as seen in Map 9.

While many permissible uses within our industrial precincts, such as light industry and warehousing, are unlikely to have amenity impacts, some uses may affect sensitive surrounding uses through air, noise, vibration, hours of operation or other impacts. The General Industrial Zone is the only location where these uses can occur in the ACT. We must continue to provide for these uses within the ACT economy.

Industrial and service trades areas adjoining town centres (See Map 9) are also under pressure due to interest in the conversion of land to other uses such as bulky goods retail and residential, and due to conflicts that can arise between service trades and nearby sensitive uses.

Service trade areas are important elements of a diverse economy; they often include land uses that support other commercial businesses and offer services at a range of scales to the community.

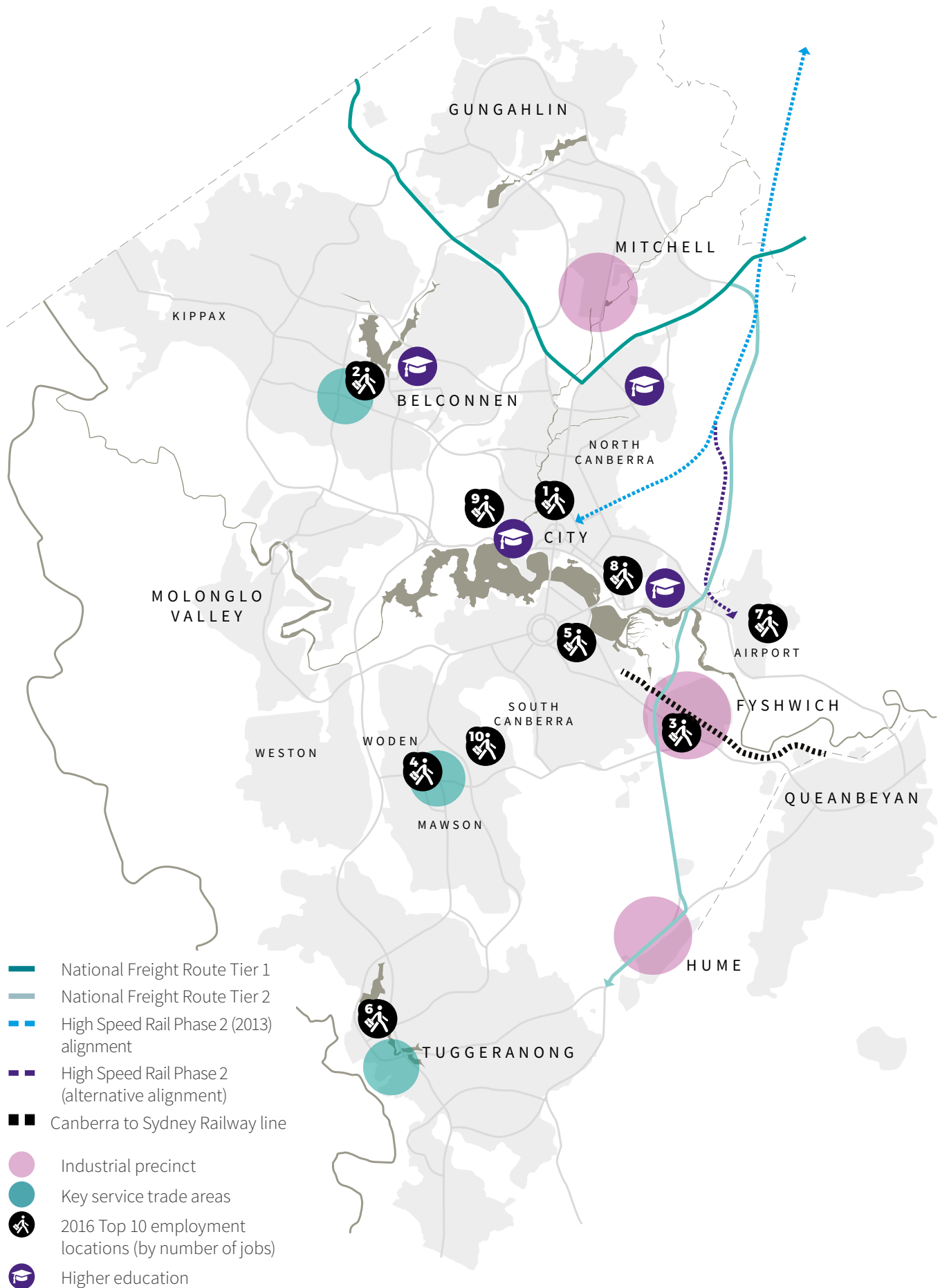
Maintaining access to the services and facilities provided by these areas is important for the Canberra community.

### ACTIONS

#### 2.4.1 Investigate planning measures to:

- ▶ protect the role and function of the existing industrial areas at Hume, Fyshwick and Mitchell
- ▶ manage competing demands on industrial and service trades areas adjoining town centres, in order to recognise the valuable contribution that these areas make to the ACT economy.
- ▶ recognise our key freight net routes and adjoining land uses

MAP 9. EMPLOYMENT LOCATIONS AND KEY FREIGHT ROUTES



## Direction 2.5

Plan for adequate employment land in the right location that supports a diverse range of uses including commercial and industrial land linked to supportive infrastructure, transport options and investment opportunities.

To continue to meet Canberra's growing job market and support investment, we must continue to supply commercial and industrial land in locations that support key growth industries and economic diversity.

The nature of employment is changing. Although employment in public service and administration remains significant, Canberra's economy continues to diversify, with new sectors emerging and knowledge industries clustering in specific locations across the city.

To support expected population growth, the city centre and centres will continue to provide for employment growth, but employment clusters will also provide job opportunities, particularly for knowledge-based jobs. By understanding the scale of employment growth and land-use requirements across the city, we can ensure business locations are investment-ready and have capacity to grow. Investment in infrastructure projects will support job creation, particularly in new locations.

### COMMERCIAL USES

Along with the supply of land for employment purposes, we need to understand growth industries and where and how they choose to locate in a city.

The global economy is focussing on knowledge industries (an industry or activity based mainly on information and knowledge that are driven by innovation, technology and talent). Canberra is well placed to take advantage of this trend, having the most highly educated workforce in Australia.

In the ACT, knowledge-based industries are clustering together to benefit from a spillover of ideas between businesses and other benefits of co-location. Examples include defence and security, education and research, professional and technology services and health technologies. Increasingly, an international trend is for businesses to locate in mixed-use precincts, rather than stand-alone business parks. Planning can support existing and new clusters to reach critical mass by investing in appropriate infrastructure, supplying adequate land for initial establishment and expansion, and co-locating clusters with compatible land uses.

In addition, there is an important ongoing role for planning to support established policy under the National Capital Plan to encourage public sector employment to locate in the City Centre and Town Centres.

Several employment areas have emerged in locations outside the city and town centres, the traditional primary locations for employment; for example, Lonsdale Street, Braddon; the Equinox Business Park in Deakin and Canberra Airport.

Undertaking analysis to understand the structural elements and factors affecting employment location informs appropriate planning and infrastructure decisions, particularly around the integration of land use and transport. Key areas of focus for this analysis are the role of the airport as an employment node, the continued relevance of existing and proposed corridors (e.g. the East–West and North–South corridors under the National Capital Plan), out-of-centre employment locations, and existing, emerging and potential clusters.





## INDUSTRIAL USES

The continued supply of industrial land in strategic locations is necessary to support key growth industries, new investment and economic diversity.

The east of the city, including parts of the Majura Valley and Jerrabomberra Valley and around Fyshwick and the airport, has been identified for the growth of employment-generating land uses such as industrial and related uses. This area, known as Eastern Broadacre, is unsuitable for housing because of aircraft noise and the presence of critically endangered flora and fauna. However, it is ideally suited to less sensitive uses such as light industrial and warehousing distribution stations and freight support facilities given its proximity to national freight routes, the airport and existing industrial areas at Fyshwick, Symonston and Hume.

Eastern Broadacre is subject to an environmental assessment under the Australian Government's [Environment Protection and Biodiversity Conservation Act 1999](#) to assess the potential impacts on environmental values of development in parts of the area. Detailed investigations and amendments to the Territory Plan to rezone the land for employment and related uses will follow consultation, reporting and approval of the strategic assessment.

## ACTIONS

2.5.1 Investigate the changing nature of employment and its spatial distribution implications in the ACT in order to inform planning and infrastructure decisions.

2.5.2 Continue investigations into the establishment of new employment areas and other land uses including the Eastern Broadacre area and other potential areas.

2.5.3 Undertake district level investigations to consider how planning can support the growth of our knowledge clusters including:

- ▶ education and research
- ▶ health and sport science
- ▶ information and communications technology
- ▶ space industry
- ▶ defence and security.

## LINKS

- Eastern Broadacre Strategic Assessment
- Territory Plan Review

## Direction 2.6

Protect and enhance infrastructure that supports the economic development of Canberra and the region.

Significant new infrastructure investment, such as high speed rail, Canberra Airport internationalisation and improvements to the freight network can be key enablers of economic development in the city and region.

### HIGH SPEED RAIL

The ACT Government remains committed to protecting the land needed for future high-speed rail initiatives. The ACT Government will work with the Australian Government and other stakeholders to incorporate high speed rail considerations in planning activities, particularly the planning for Eastern Broadacre.

### CANBERRA AIRPORT

Canberra Airport is an important infrastructure asset for the Canberra Region, as well as a hub for business and economic growth. Although outside the established centres hierarchy of the ACT, the airport's expanding and multi-faceted role will be a key consideration in a review of employment locations in the ACT.

As an important employment location, the airport provides office space and a wide range of commercial and retail facilities. Every day, more than 30,000 people travel to and from the airport to travel, greet, work, do business or shop.<sup>10</sup>

<sup>10</sup> Canberra Airport Master Plan 2014 -2034 (2015), p150

The 2015 Canberra Airport Master Plan indicated that the airport provided employment for 11,000 people in more than 280 businesses in 2014, forecast to increase up to 18,000 jobs by 2019 and up to 34,000 jobs by 2033–34.<sup>11</sup>

The introduction of daily international flights to Doha, Singapore and beyond means Canberra has become a globally-connected city. The flights have the potential to significantly stimulate the economies of the Canberra Region, providing opportunities for current and prospective new exporters in the city and region and enhancing tourism opportunities.

<sup>11</sup> Canberra Airport Master Plan 2014 -2034 (2015), pp 32-34





Unlike many Australian airports, Canberra Airport is curfew-free, providing significant capacity to facilitate growth in both international and domestic freight and passenger movements.

The Canberra Airport Master Plan 2014–2034 (January 2015) foreshadows the airport being a key hub for national air, rail and road transport, and a major contributor to economic growth in the city and region. It envisages significant growth in passenger numbers from 2.8 million in 2013–14 to more than 9 million by 2033–34 and a significant increase in the airport’s role as a freight hub.

The airport’s capacity to operate effectively is reliant on the effective management of the land surrounding it. Buildings, structures and landscaping that intrude into flight paths can limit or prevent use of an airport. Residential development under flight paths can lead to complaints about noise and, eventually, pressure for operational restrictions or curfews.

Industrial development that generates smoke or plumes, or other activities such as agriculture, wetland developments or municipal waste depots may attract wildlife that present hazards to aviation.

The National Airports Safeguarding Framework (NASF) is a national land use planning approach being implemented in planning systems across Australia to make sure that current and future operations of airports are protected in land use planning decisions. NASF provides guidance on issues that affect aviation operations such as: aircraft noise; building-generated windshear; wildlife strike risk; wind turbines; lighting distraction; protected airspace intrusion; communication, navigation and surveillance facilities; public safety zones; and helicopter landing sites in urban areas.



## FREIGHT NETWORK

There is enormous potential for freight in the Canberra region. Canberra Airport and the national highways into and out of the ACT provide a good basis for the distribution of freight to both national and international markets. By working collaboratively, we can leverage regional opportunities to create jobs, grow and diversify the economy, and build industry capacity.

Supporting growth in freight and export activity in the Canberra Region is key focus of:

- » the ACT Freight Strategy 2016
- » the ACT-NSW Memorandum of Understanding for Regional Collaboration (2016)
- » the NSW Government's South East and Tablelands Regional Plan 2036 (2017)
- » a strategy being developed by the ACT Government (Innovate Canberra) and key stakeholders including the Canberra Airport, Austrade, the NSW Government and the business sector to support the development of Canberra Airport and surrounding precinct as an international air freight hub.

Given the airport is located within the major agricultural region of southern NSW, Canberra regional producers/exporters have the opportunity to export their goods domestically and internationally out of Canberra rather than Sydney or Melbourne, which particularly benefits producers of time-sensitive fresh meats, fruit and dairy products.

It is estimated that 37,107 tonnes of exports, valued at \$226 million, leave the Canberra catchment each year through Sydney and Melbourne airports—equivalent to about one 747 freighter each day, or around four B-double trucks.<sup>12</sup> Using the Canberra Airport could provide a maximum potential boost to the combined gross regional product of ACT and NSW of nearly \$1.2 billion over 15 years and the creation of more than 540 jobs.

<sup>12</sup> Cadence Economics and Auxiem Management The Economic Impacts of International Air Freight in the Canberra Region (2017).

The ACT Government is modelling and developing corridor management plans to get a better understanding of the ACT's regional and local transport network connectivity requirements and confirm infrastructure investment priorities for the Canberra region to optimise the road network and improve productivity and safety. Investment in key transport corridors on the Monaro Highway and Barton Highway and development of cross-border infrastructure models will inform future collaboration activities between the ACT and NSW governments and the Canberra Region Joint Organisation to capitalise on prospective freight opportunities across the ACT/NSW region.

While much of the work in stimulating a freight hub is linked to the ACT Transport Strategy, planning can ensure roads into and within the ACT are supportive of freight transport to and from the airport; for example by limiting inappropriate development (e.g. sensitive uses) and direct access points along national freight routes.





## ACTIONS

- .....
- 2.6.1 Continue to work with the NSW Government and regional councils to advocate for strategic infrastructure that benefits the Canberra Region and has the capacity to drive economic development.
- .....
- 2.6.2 Work with the Australian Government and other stakeholders on the high speed rail concept ensuring proposed corridors are protected.
- .....
- 2.6.3 Incorporate appropriate provisions for the National Airports Safeguarding Framework in the review of the Territory Plan.
- .....
- 2.6.4 Plan for complementary and compatible economic development opportunities around Canberra Airport.
- .....
- 2.6.5 Support the development of the freight network by limiting inappropriate development (e.g. sensitive uses) and direct access points along national freight routes, particularly the Monaro, Federal and Barton Highways.
- .....
- 2.6.6 Participate in discussions with key stakeholders including the Canberra Airport and regional neighbours to understand the potential and key requirements for a freight hub or hubs within the Canberra Region.
- .....

## LINKS:

- ACT and NSW Memorandum of Understanding for Regional Collaboration 2016 and Work List
- South East and Tablelands Regional Plan 2036 and Implementation Plan 2017–19
- ACT and Queanbeyan Palerang Regional Council Letter of Intent and Work Plan 2017–18
- ACT Transport Strategy





### 3. SUSTAINABLE AND RESILIENT TERRITORY

A sustainable Canberra is a net zero emissions city that is resilient to the future impacts of climate change. To make sure we reduce emissions and adapt to climate change impacts, we will need to improve city design and infrastructure, minimise waste, promote efficient use of our resources, including land, and protect and maintain the health of ecosystems and waterways. We will also need to reduce the impacts of our travel by using active travel and public transport to minimise emissions.

Sustainability can be defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Sustainable cities are planned, designed, constructed and maintained with consideration for social, economic and environmental outcomes.

We are committed to consolidating Canberra's position as a world-leading sustainable city. We have committed to having a 100% renewable electricity supply by 2020, are implementing our Adaptation Strategy and undertaking a range of other related actions.

We can achieve a more sustainable city by reducing our emissions, continuing our shift to renewable energy sources, and enhancing the resilience of our people, our city, our natural environment and our economy through effective adaptation measures.

As Canberra grows and evolves to become a compact city, it will be important to protect and improve our living infrastructure (plants, soils, waterways, parks and open spaces) to maintain the legacy of our city in the landscape and strengthen resilience to climate change.

The ACT Government has updated the ACT's emissions reduction targets and set a new goal of achieving net zero emissions by 2045. Achieving this target by 2045 or earlier will require long-term commitment and a stepped approach to reducing emissions and shifting to a net zero emissions economy. To make sure that the ACT is on track to achieve these targets, we have also adopted a series of interim emission reduction targets (based on 1990 emissions):

- » 50–60% by 2025
- » 65–75% by 2030
- » 90–95% by 2040.



## Direction 3.1

Transitioning to a net zero emissions city through the uptake of renewable energy, improved building design and transport initiatives.



From 2020, transport and natural gas use in buildings will represent the largest sources of emissions in the ACT. There are many ways to support a net zero emissions future in the way that we plan for the future of our city. Early consideration of sustainability in the planning and design process may significantly improve the energy efficiency and thermal performance of our buildings. Environmentally sustainable development, including energy efficiency and use of renewable energy, can help deliver cost-effective environmental outcomes, emissions reductions, improvements to health and comfort, and support a lower cost of living for residents.

The ACT is on track to be powered by 100% renewable electricity by 2020. Reducing grid electricity demand through increased efficiency and small-scale solar with batteries will continue to be important in maintaining this target. We have invested in solar and wind generation and committed to the roll-out of battery storage technology.

We are committed to reducing emissions from the transport sector by working to improve our transport network. This includes building a light rail system, improving public transport and providing infrastructure to support active travel such as walking and cycling. Encouraging new development in locations with strong transport accessibility and supporting new low emissions transport technologies can help us to make this transition to a net zero emissions city.

## ACTION

### 3.1.1 Investigate appropriate planning policy and statutory mechanisms to encourage the development of net zero emissions buildings, precincts and suburbs, including objectives to:

- ▶ support the transition to net zero emissions energy supplies in the built environment, and facilitate the uptake of renewable energy technologies and battery storage
- ▶ improve the energy efficiency and thermal performance of new buildings through improved sustainability requirements.
- ▶ provide infrastructure to support active travel such as walking and cycling. Encouraging new development in locations with strong transport accessibility and supporting new low emissions transport technologies

## LINKS

- ACT Sustainable Energy Policy
- ACT's Transition to Zero Emissions Vehicles Action Plan 2018-21
- ACT Transport Strategy
- ACT Climate Change Strategy

## Direction 3.2

Reduce vulnerability to natural hazard events and adapt to climate change.



People, the environment and the city's infrastructure must be prepared for the impacts of climate change. By working together, we can build our resilience to acute shocks and stressors, ensuring that our community, natural systems and built environments have the capacity to adapt and respond to change.

We will support continued progress in the integration of emergency management considerations with strategic land-use planning to reduce the likelihood, effect and consequences of natural hazards, such as increased heat stress and periods of drought. Major infrastructure projects must be designed and constructed so that they can withstand a range of major shocks.

### ACTION

#### 3.2.1 Review planning policy and statutory mechanisms to incorporate climate change adaptation considerations and resilience criteria into urban planning and design processes, including objectives to:

- ▶ incorporate climate change risk considerations into planning and design processes for the delivery of major infrastructure projects
- ▶ incorporate climate change adaptation objectives into planning and design processes for new estate and subdivision guidelines
- ▶ provide climate-wise building and estate guidelines as a resource for built environment professionals, trades people, educators and the community to improve planning, design and construction of buildings and estates.
- ▶ implement bushfire prone area declarations within the parts of the urban area of Canberra to reduce the risk from bushfires; this includes reviewing the Territory Plan's Bushfire Mitigation General Code for bushfire risk exposed parts of Canberra
- ▶ maintain publicly available flood mapping for major waterways in urban areas
- ▶ improve planning information and regulation for flood management.

- ACT Climate Change Adaptation Strategy
- ACT Flood Maps
- Territory Plan Bushfire Mitigation General Code

## Direction 3.3

# Integrate living infrastructure and sustainable design to make Canberra a resilient city within the landscape.



The urban heat-island effect is created by the built environment absorbing, trapping and then releasing heat. Canberra has been found to have a surface urban heat island at night in built-up areas that is around 8 °C warmer in summer than surrounding rural areas.

Effective steps will need to be taken to manage the heat-island effect in urban intensification areas. Land surface temperatures in summer are significantly higher in urban areas that lack tree cover (See Map 10).

Providing living infrastructure in the city can provide cooling benefits and increase the community's resilience to extreme heat events.

At a broad scale living infrastructure refers to all of the interconnected ecosystems within an urban catchment. Living infrastructure includes the 'green infrastructure' of trees, gardens, green walls and roofs, parks, reserves and open spaces, and the 'blue infrastructure' of our waterbodies including lakes, wetlands and waterways.<sup>13</sup>

Integrating living infrastructure in the urban environment provides important ecosystem service benefits. These include protecting against excessive heat or flooding, improving air, soil and water quality, and increasing public amenity.

To mitigate the impacts of increased average temperatures, Canberra will maintain and enhance its urban forest of trees and vegetation on properties, lining transport corridors, on public lands and, where possible, on roofs, facades and walls (See Map 11). Residential development provisions will be updated to mitigate against the loss of tree canopy cover and permeable surfaces as a result of urban intensification (See Map 8).

Other methods of cooling the city include the use of climate-wise design and heat-reflective materials in our built environment and public realm to reduce the amount of heat absorbed.

## ACTIONS

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**3.3.1 Support the implementation a living infrastructure plan for the ACT through the review of planning policy and planning mechanisms for the maintenance and enhancement of the urban forest into precinct, estate and district level planning processes, and relevant development and design guidelines.**

.....

**3.3.2 Support the implementation of climate-wise design and materials in statutory planning provisions, precinct and estate planning processes, and relevant development and design guidelines**

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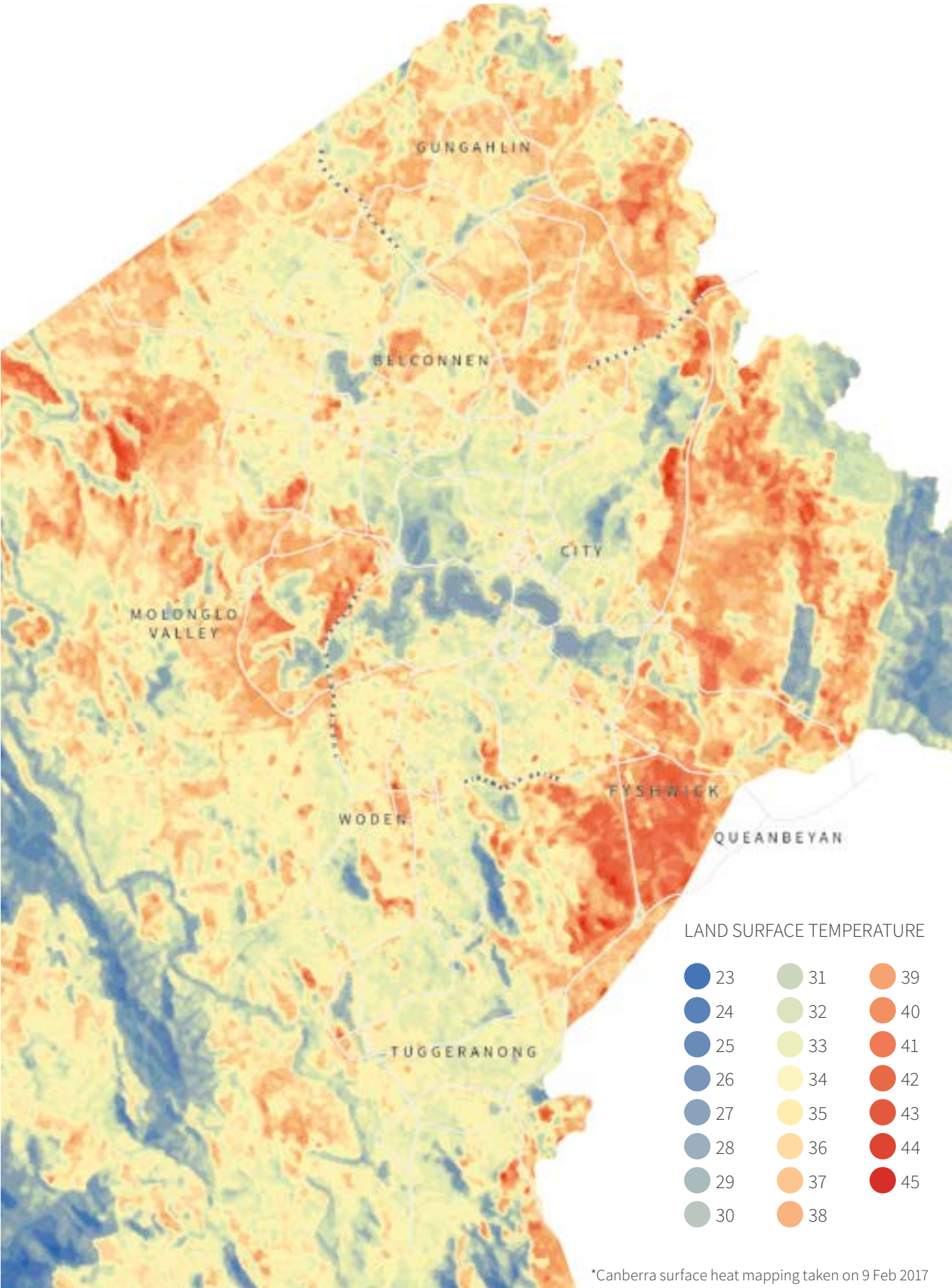
## LINKS:

- ACT Living Infrastructure Plan
- CSIRO Mapping Surface Heat in Canberra
- ACT Climate Change Strategy

<sup>13</sup> Canberra's Living Infrastructure Information Paper 2018

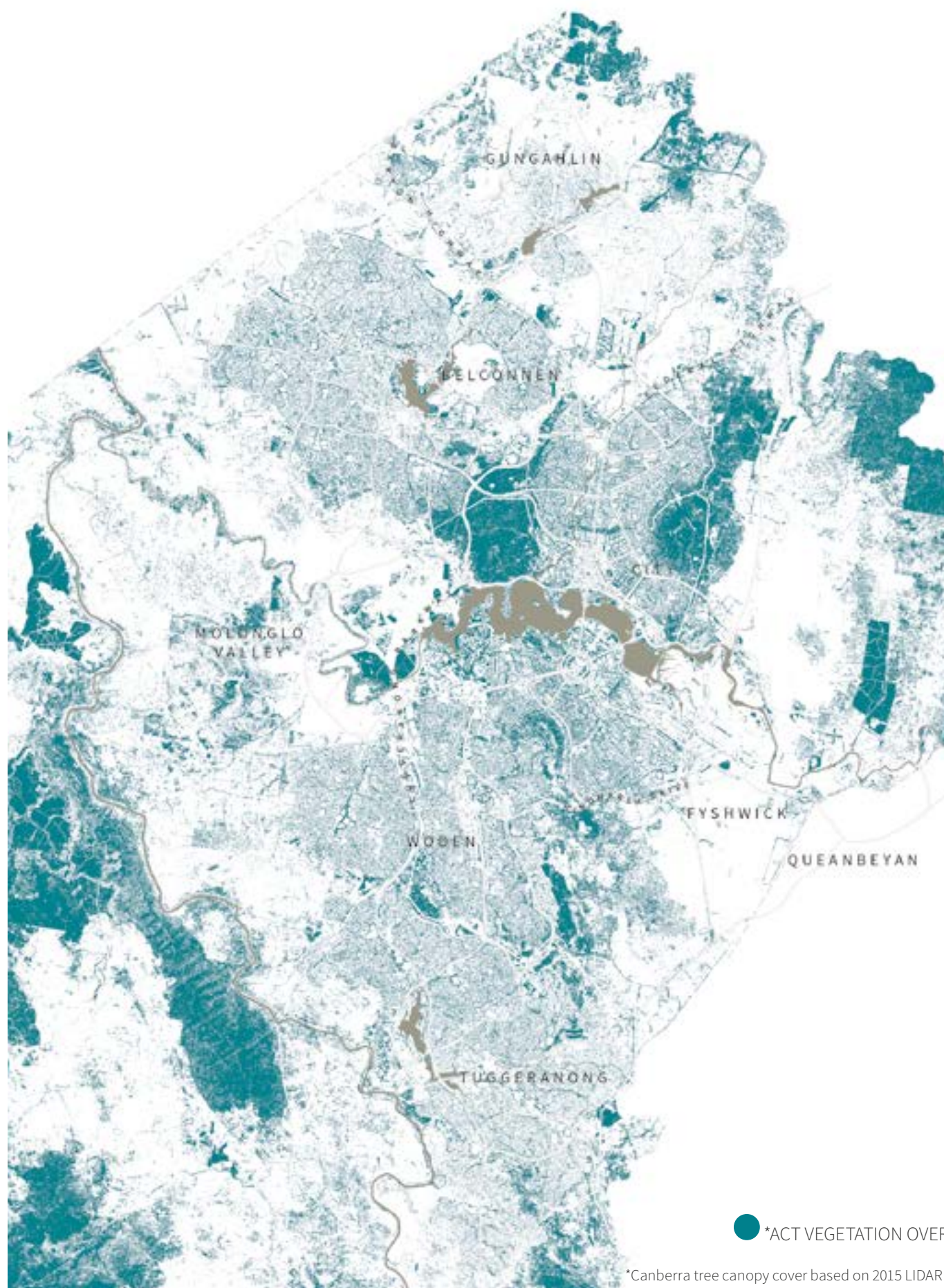


MAP 10. CANBERRA URBAN HEAT





MAP 11. CANBERRA TREE CANOPY COVER





## Direction 3.4

Plan for integrated water cycle management to support healthy waterways and a liveable city.



The Strategy supports the ACT Water Strategy 2014–44 by protecting water assets and influencing how development occurs across new and established urban areas. Updates to the ACT’s Water Sensitive Urban Design Code consider the whole water cycle early in the planning and design of new urban areas to improve the water performance of new buildings and places.

The earlier integrated water management is considered in urban planning, the better the outcomes for the environment and communities. Retaining stormwater in the landscape through water sensitive urban design and stormwater harvesting is necessary to secure the health of our waterways while also reducing flood risks, improving landscapes and amenity, and creating a greener city.

### ACTIONS

.....

**3.4.1 Implement the revised Water Sensitive Urban Design Code General Code and integrate consideration of water sensitive urban design into precinct and estate and suburb planning and design processes.**

.....

**3.4.2 Evaluate and implement cost-effective opportunities for stormwater irrigation of living infrastructure and priority public open space areas as part of integrated water cycle planning in precinct, and estate and suburb planning and design processes.**

.....

#### LINKS:

- ACT Water Strategy 2014–44





## Direction 3.5

Protect biodiversity and enhance habitat connectivity to improve landscape resilience.

Canberra's urban forest and network of nature reserves and green spaces provide important areas of habitat for conservation of biodiversity, as well as opportunities for people to enjoy frequent contact with nature close to our urban environments.

As our city grows, habitat loss can pose a significant threat to native flora and fauna populations. As habitat becomes smaller and more fragmented through development, wildlife can face increased threats, such as lack of habitat, and reduced habitat connectivity to allow movement and dispersal.

The ACT has well-established priorities for integrating biodiversity protection into planning and urban development. To protect our habitats and ecosystems from the future effects of climate change, we will continue to maintain biodiversity assets and improve habitat connections to improve landscape connectivity and resilience.

## ACTIONS

.....

**3.5.1 Identify and establish environmental offset areas within planning processes to mitigate any unavoidable impacts of development on ecosystems and biodiversity of national significance and other protected matters.**

.....

**3.5.2 Incorporate consideration of natural habitat and conservation areas into urban planning and design processes to promote habitat connectivity and support the establishment of biodiversity refuges.**

.....

## LINKS

- ACT Nature Conservation Strategy 2013–23

## Direction 3.6

Reduce waste, improve resource efficiency and decrease our ecological footprint.



The ACT State of the Environment Report (2015) showed that our ecological footprint was approximately 8.9 global hectares per person. This is about 3.5 times the global per person average and above the average per person ecological footprint of other Australians (8.2 gha/person). Contributors to our ecological footprint include our use of resources such as land and the generation of waste. The ACT needs to reduce the amount of waste it produces by avoiding, re-using and recycling waste.

Patterns of waste generation are changing as the city's urban form moves from lower to higher density patterns of living. An increasing percentage of people will be living in dwellings other than detached houses. Higher density developments are associated with lower recycling rates as lower car ownership in these areas means residents have less ability to self-transport bulky and hazardous wastes to collection points. Furthermore, most high-rise residential and mixed-use developments, and some medium-density residential developments, lack appropriate waste and resource recovery infrastructure and services. This often means all collected waste goes to landfill.

As Canberra's metropolitan area continues to expand with new greenfield development, the capacity, location and sustainability of existing waste facilities will need to be reassessed. Waste and resource recovery infrastructure planning will need to be effectively integrated with infrastructure planning to provide long-term certainty and to manage potential conflicts with incompatible nearby land uses.



## ACTIONS

.....

3.6.1 Investigate appropriate requirements under the Territory Plan for the provision of appropriate resource recovery infrastructure and waste service requirements in planning provisions for medium and higher density residential and mixed-use developments.

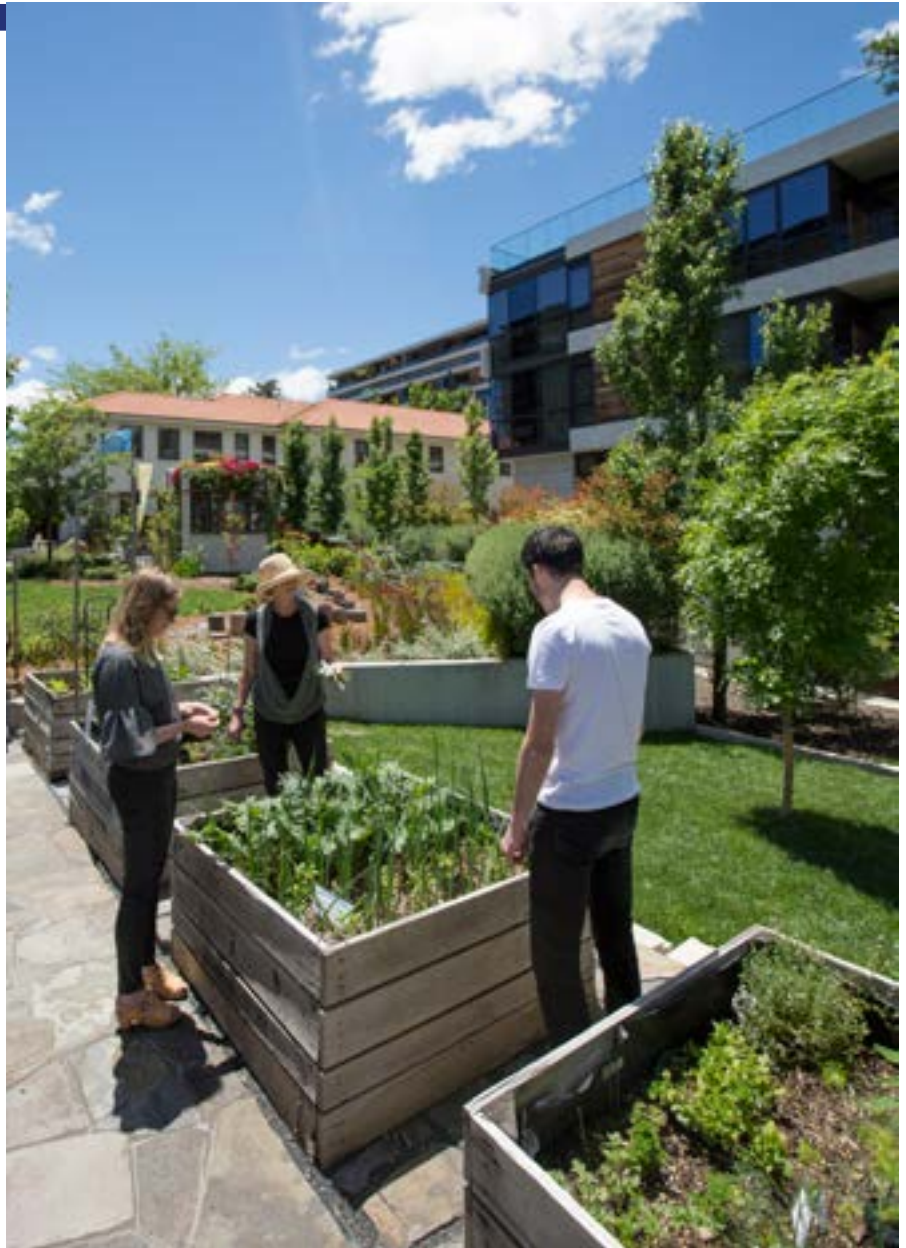
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3.6.2 Encourage reduced waste and improved resource efficiency in new development, and support continued reduction of the ACT's ecological footprint.

.....

## LINKS

- [ACT Waste Strategy](#)
- [ACT State of the Environment Report](#)







## 4. LIVEABLE CANBERRA

We will maximise the existing social and natural assets and structure of the city to create cohesive, liveable communities. Canberra will have a quality built environment, public spaces and streetscapes that improve sustainability and connectivity.

As expressed in the Better Suburbs Statement, we have heard and understood what people love about Canberra and what makes it liveable—accessible green space, the natural environment and bushland settings, connected communities, unique neighbourhoods, good design of buildings and public places, more housing choice and continuing to be a leader in sustainability and climate change adaptation.

Liveable places combine well-designed built environments with economic prosperity and strong social connections and opportunities. They enable people to live healthy lifestyles and easily access and afford a wide range of facilities and services. Canberra is such a place; our city was recognised among the

top-ranked liveable cities in the world by Numbeo in 2016 and the OECD Regional Wellbeing Survey in 2014.

Canberra has strong spatial foundations of liveability, a rich network of community spaces throughout our city comprising: open (green) space and recreation areas woven through where people live and work; dispersed local centres often co-located with schools; halls; ovals; art spaces; heritage places; and community-focused land.

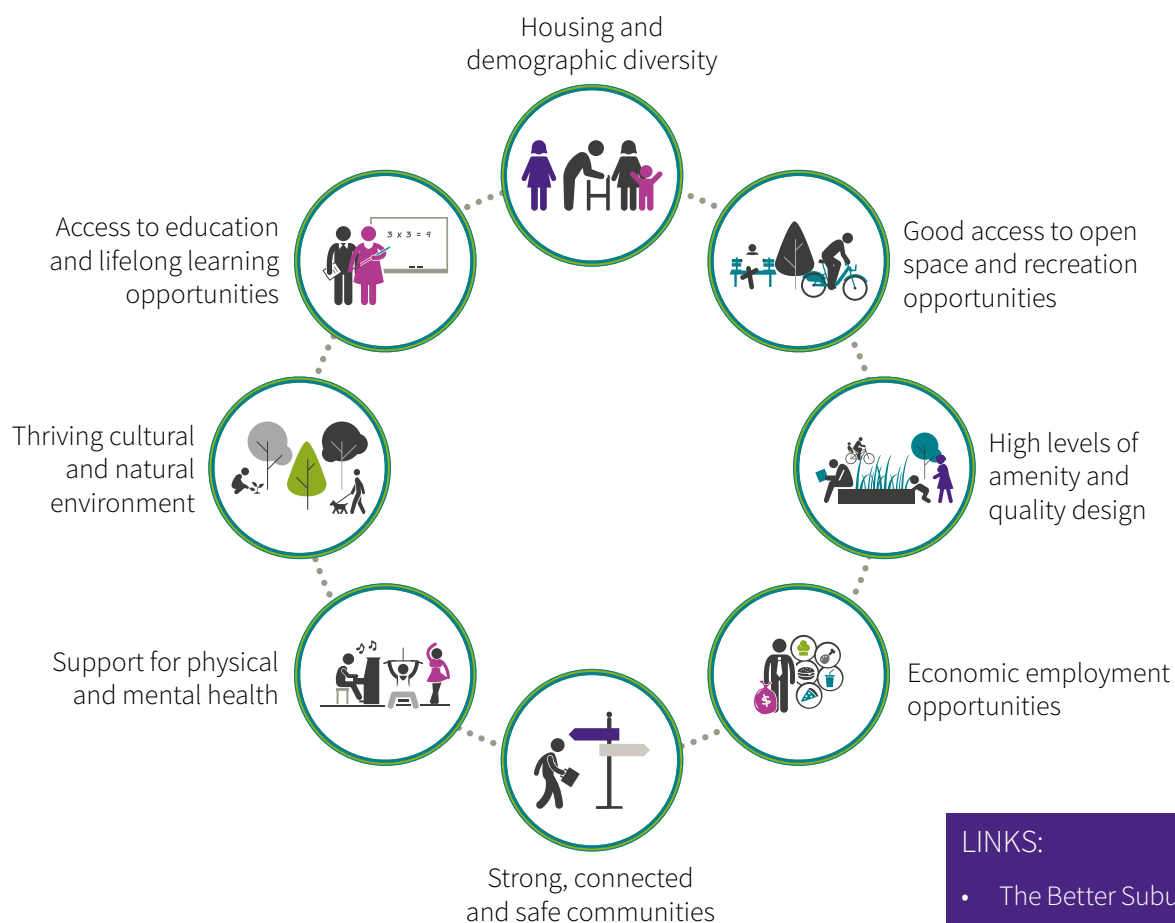
This mix of uses provides an opportunity to transform local neighbourhoods in the future. Land use has a key role to play in the delivering walkable communities that provide significant health and wellbeing benefits.

Canberra's legacy as a planned city with a rich cultural heritage underscores our relationship with the environment.

As we look to the future, we can add to this legacy by improving quality in the design of our built and landscaped environment.

Responding to growth and change to maintain and improve the liveability of our city is fundamental to our success.

We need to support a sustainable community where we embrace our history and culture, have a diversity of housing and lifestyle choices, easy access to services and facilities within our centres and efficient and sustainable movement options for our neighbourhoods..



#### LINKS:

- The Better Suburbs Statement



## Direction 4.1

### Deliver social infrastructure that meets community needs and supports strong communities.

Ensuring every Canberran has good access to community facilities and opportunities for social interaction is a key feature of liveable, inclusive and resilient communities. Social infrastructure encompasses all the facilities, services and networks that help families, groups and communities to meet their social, health, education, cultural and community needs. Effective and efficient delivery of social infrastructure requires coordination across government. It often relies on strong partnerships with not-for-profit organisations and the private sector, and ongoing engagement with the community.

Contemporary approaches maximise the use of existing infrastructure and seek benefits from the co-location and clustering of social infrastructure. Planning for community facilities across sectors provides this opportunity; for example, locating schools with sporting infrastructure and open space creates a community hub. Creating opportunities for creative and artistic participation build community and support innovation and creative industries, enhancing the liveability and competitiveness of the city.

The land used for community uses and social infrastructure is becoming increasingly limited even while servicing a growing population.

At the same time community land will become more important in a medium and higher density living environment where it is relied on because private open space is smaller and many social activities are undertaken outside the home.

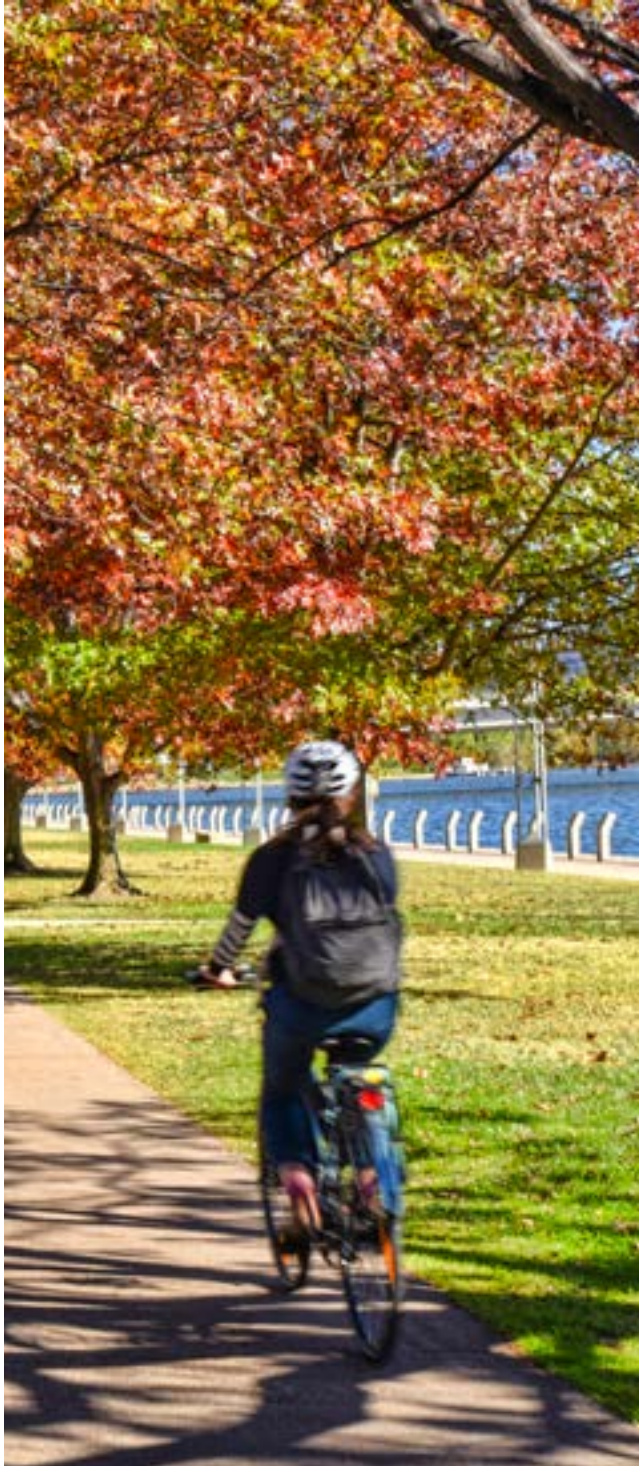
A liveable city will proactively identify and align community need with land availability and maximise the benefits for the whole community. Reviewing community land, its functions, availability and community needs at a district level can help promote equitable and efficient use of land and greatest community benefit.

To help provide core community and social facilities that benefit the community, Government provides land under concessional leases. These leases are leases that have been granted for less than market value (other than rural leases, Territory owned leases and other specified exceptions). For example a concessional lease might be granted to a church or community organisation.

In order to help plan for future community needs, we will investigate land under concessional lease to determine the future use of that land for greatest public benefit.







## ACTIONS

### 4.1.1 Investigate social infrastructure in infill and urban expansion (greenfield) areas to meet community needs, including consideration of the following:

- ▶ capacity of, and potential to optimise, existing social infrastructure
- ▶ co-location or clustering to create activity nodes where viable
- ▶ inclusive and accessible—appropriate supporting infrastructure that facilitates use and participation by people from culturally and linguistically diverse backgrounds, building social networks
- ▶ flexible and multi-use in nature
- ▶ central to catchment it serves and accessible by public transport and active travel
- ▶ supports a network of facilities at a variety of scales including local, district or regional to avoid duplication and develop complimentary opportunities
- ▶ complementary to adjoining land uses
- ▶ investigate planning mechanisms to facilitate timely delivery of key social infrastructure

### 4.1.2 Undertake district-level assessment of land used to deliver community-focussed functions to inform the strategic release and development of land for community use to maximise whole-of-community benefit.

### 4.1.3 Investigate land under concessional lease to strategically determine the future use of that land for greatest public benefit.

#### LINKS:

- ACT Government Territory Wide Health Services Framework

## Direction 4.2

Deliver recreation, open (green) space and public spaces that support social interaction, physical and mental health and engagement in public life.

recreation, open spaces and public spaces that provide amenity as well as places to meet, exercise and relax. Canberra's landscape setting includes the national capital open space system, the hills, ridges and buffers between urban areas and the Molonglo and Murrumbidgee River corridors, Lake Burley Griffin and extensive areas of mountains and bushland to the south of the city.

Sport and recreation activities are part of the history and social fabric of the ACT and surrounding region and include a diverse range of opportunities (i.e. indoor sporting facilities, tennis, golf, equestrian, aquatic facilities and a range of ovals and fields to accommodate informal and formal sport and recreation). We are committed to planning for the long-term sustainability of the diverse recreation sectors in Canberra.

Recognising the significant physical, mental health and well-being benefits active life styles, we sought to promote active living by incorporating appropriate principles into the Territory Plan in 2017.

### LINKS:

- Draft Canberra Nature Park Management Plan



## ACTIONS

### 4.2.1 Investigate planning mechanisms to deliver a range of sport and recreation opportunities to meet changing community need by taking a strategic city-wide approach including consideration of:

- ▶ supporting existing and new or emerging sport and recreation sectors
- ▶ supporting innovative and emerging sport and recreation facility delivery models
- ▶ the allocation of land to support future sport and recreation facilities (both in existing suburbs and in the planning of new suburban areas)
- ▶ the provision and siting of outdoor and indoor sport and recreation facilities that recognises co-location opportunities (i.e. indoor sporting facilities co-located with outdoor sporting facilities)
- ▶ mix and scale of uses appropriate in response to sectors experiencing transition and external pressures; for example, golfing and equestrian sectors.

### 4.2.2 Investigate opportunities to enhance the network of accessible, high quality local urban open space to meet changing community need through a district planning approach that considers:

- ▶ distribution, role and quality of open space network
- ▶ neighbourhood connectivity, including access to nature reserves within the urban environment
- ▶ strategic alignment of urban growth and further investment with the open space network.



## Direction 4.3

### Strengthen neighbourhoods and support their diverse character by creating strong local activity hubs.

Each local centre has its own combination of businesses, built forms and natural and cultural features that combine to form a distinct identity and character. Key to creating and supporting liveable neighbourhoods is recognising and facilitating each centre's future potential so that it may continue to adapt and respond positively to change.

Local centres are evolving and need to respond to different lifestyle and economic demands. For example, centres that may have traditionally accommodated a small supermarket, chemist and take-away food shop now support more diverse use such as cafes, niche supermarkets and small services such as bike stores, hair dressers and florists.

While many local centres are thriving, providing an important social function, others are struggling to remain economically viable and integral to their surrounding neighbourhoods.

Through the development of the Better Suburbs Statement the community highlighted the importance of amenity, street and park trees, a level of maintenance to their suburbs.

Supporting centres through a greater mix-of-uses, housing diversity and appropriate service levels can help strengthen local centres and appropriate service levels as destinations and hubs of activity. Centres can adapt over time when there is a variety of uses, they are easily accessible by walking, cycling and public transport, and are integrated with green space.

Initiatives such as place-making, which involves creating spaces that are locally relevant, provide the opportunity for communities to be involved in shaping their local neighbourhood, to build on their character.

#### ACTIONS

.....

**4.3.1 Continue to support local community and business capacity by developing place-making approaches to support vital neighbourhoods.**

.....

**4.3.2 Investigate planning mechanisms to respond to the changing role of local centres and their long-term viability and place within the hierarchy.**

#### LINKS:

- Age Friendly City Program
- City Services and a Better Suburbs Statement





## Direction 4.4

### Deliver housing that is diverse and affordable to support a liveable city.

Liveable cities offer diverse housing options that are accessible to all. Canberra has added approximately 65,000 new dwellings in the last 25 years and will need to almost double that with more than 100,000 new dwellings over the next 25 years. Single detached dwellings make up approximately 65% of our existing housing stock. Historically Canberra has been dominated by detached housing on large blocks of land. More recently, there has been a consistent supply of multi-level apartment buildings; however, there has been limited supply in medium density housing options.

People are living in smaller family units, with growing numbers of one and two-person households. While the ACT has benefited from a strong economy, rising house prices are making it increasingly difficult for young people to obtain home ownership.

Increasing the supply of well-located and designed medium density housing to the housing mix will help respond to changing demographic and community needs..

The Housing Choices project and the Collaboration Hub consultation undertaken in 2018 provided a comprehensive body of information about what is important to people. It highlighted the importance of achieving balance in keeping the things we value while providing an increased diversity of products and more affordable housing options. The consultation indicated the need to investigate the changing needs of the community, including a range of medium density and dual occupancy housing.

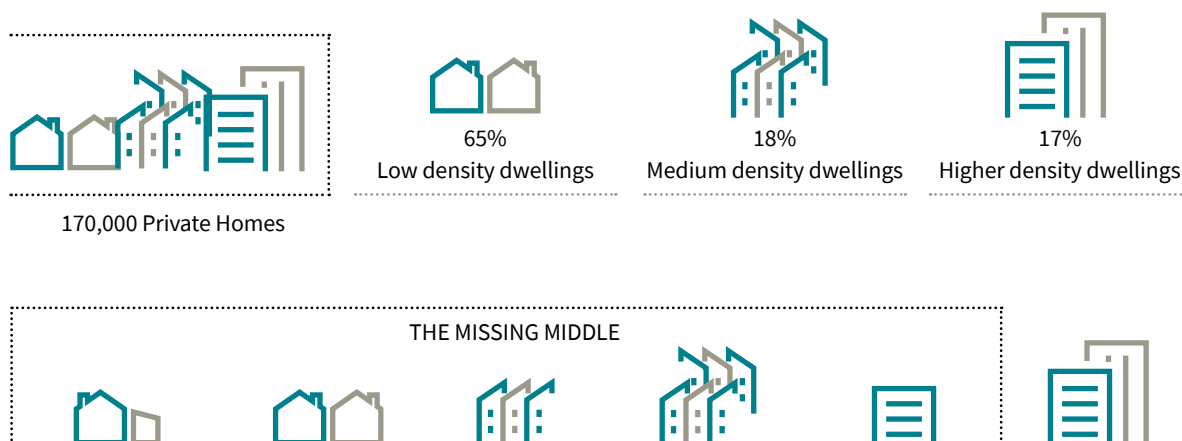
Medium density housing is often referred to as the 'missing middle', as shown in the diagram below.

Many Australian cities lack adequate representation of this component of the housing market, prompting proactive planning policy changes.

For Canberra to remain desirable as a city of choice for living and working in, we need an expanded diversity of housing in the right locations that is affordable and reflects the changing needs of our community.

The community has clearly articulated that our future housing must be:

- » diverse—offering choice in location and housing type
- » respectful of our landscape and existing neighbourhood character
- » affordable to the whole community
- » of high quality design and construction
- » working to minimise our ecological footprint.





## ACTIONS

### 4.4.1 Plan for a range of higher density development in appropriate and clearly defined locations with a mix of apartment and dwelling types to improve diversity and access, and to support:

- ▶ ageing in place
- ▶ changing family housing preferences
- ▶ range of affordability
- ▶ adaptable apartments.

### 4.4.2 Identify priority areas for medium density housing in locations that meet diverse community needs based on:

- ▶ proximity to centres or activity hubs
- ▶ access to public transport and active travel options
- ▶ site specifics including topography
- ▶ physical and social infrastructure capacity
- ▶ neighbourhood character, including heritage issues and design
- ▶ existing subdivision pattern
- ▶ solar access
- ▶ living infrastructure.

### 4.4.3 Building on the Housing Choices consultation, continue to develop planning mechanisms to facilitate the delivery of medium density housing options.

### 4.4.4 Building on the Housing Choices consultation, investigate options for dual occupancies in the RZ1 zone and RZ2 zone having regard to the following minimum considerations:

- ▶ appropriate residential densities
- ▶ character and streetscape
- ▶ access to services, infrastructure and public transport
- ▶ site planning and access
- ▶ appropriate minimum block sizes including titling
- ▶ size of houses and building footprint on the block
- ▶ solar access
- ▶ integration of living infrastructure
- ▶ other considerations related to the scale and form of development on a site.

### 4.4.5 Investigate planning provisions to facilitate the delivery of affordable housing across the spectrum of community needs.

#### LINKS:

- Housing Choices Project
- Demonstration Housing Projects – EPSDD Urban Renewal
- Public Housing Renewal Program
- ACT Housing Strategy





## Direction 4.5 Encourage high quality design, built form and places for a changing climate.

*As our city grows, good urban design is essential*

to make sure we have integrated design for our buildings, public places, streets and where we live. To provide quality in our environments we need to work holistically across disciplines and collaborate with design professionals, the community and the private sector. A liveable city should have well designed, sustainable and diverse places for all.

The ACT Government has a strong commitment to revitalising urban areas through place making, and has undertaken several place-making initiatives with the local community. Place-making encourages community and business involvement in the design and the creation of liveable and attractive neighbourhoods and communities.

As Canberra evolves to becoming a more compact city, living infrastructure needs to become more important as an integral part of the city. Living infrastructure can provide the balance required by urban intensification; with a growing population access to parks and green spaces can provide benefits including increased physical activity, mental health and social interaction to improve liveability.

Improving design and responding to key environmental challenges help create environments that are resilient to climate change and meet the needs of our diverse community.



## ACTIONS

#### 4.5.1 Investigate a range of processes to improve the design and quality of our buildings and public places, including:

- ▶ continue to support the establishment of the National Capital Design Review Panel for the ACT as a city-wide design review process to improve the quality of development outcomes and the public realm. This multi-disciplinary panel with independent experts will provide advice on significant private and public projects
- ▶ establish guidelines for the ACT to improve the quality of design in development outcomes for buildings and public places on public and private land while encouraging new design approaches and innovative, climate-wise sustainable design
- ▶ support the implementation of design guidelines in government policy and statutory planning provisions to improve design quality outcomes
- ▶ support the development of place-making guidelines to encourage place-experience and deliver high quality public places and streets
- ▶ encourage place-making initiatives and public place improvements to guide planning and design for better public places and streets across the city and as part of urban renewal projects such as grants or community programs
- ▶ conserve heritage buildings and places and value their contribution to the character of our city.

#### 4.5.2 Investigate policy and planning mechanisms to improve streetscape design for better tree canopy cover and improved verge design of streets that includes:

- ▶ develop streetscape guidelines for our streets and improve sustainability outcomes, enhance connectivity and create opportunities for place making
- ▶ review planning and development codes, guidelines and standards to improve sustainability in streetscape design including tree canopy and planting, permeability of the verge, servicing, block width and driveways
- ▶ enhance biodiversity and habitat connectivity in planning for urban residential areas through streetscape planting.

#### 4.5.3 Integrate policy and planning mechanisms to enhance living infrastructure for the planning and design of residential areas in our neighbourhoods. Consider:

- ▶ reviewing planning and development codes, guidelines and standards to incorporate living infrastructure objectives that include:
  - ▶ In precinct planning and greenfield estate design for residential areas provide a connected open space network and sufficient tree canopy cover for public spaces.
  - ▶ In urban intensification areas provide sufficient planting area and tree canopy cover in the planning of neighbourhoods, on residential blocks and for public spaces.
  - ▶ mitigating against the loss of tree canopy cover, permeable surfaces and planting area as a result of residential urban intensification.
- ▶ encouraging community education about living infrastructure at the neighbourhood level
- ▶ supporting best-practice water sensitive urban design principles including implementation of the new Water Sensitive Urban Design Code and ACT Practice Guidelines for Water Sensitive Design in the development of our public areas, neighbourhoods and buildings.



## 5. ACCESSIBLE CANBERRA

In an accessible city, everyone can easily and safely access jobs, services and activities. An accessible city is convenient to move around in a variety of ways. Ensuring everyone has quality access to housing, jobs and activities is central to a socially fair society and thriving community.

Canberra was designed around low-density suburbs with ample open space, serviced by the commercial centres hierarchy. This structure remains. As Canberra grows we need to enhance and add services, transport options and opportunities for people to choose how they live, where they live, how they work and get around.

Major changes are taking place to accommodate our growing city.

The first stage of our light rail network is being constructed, urban renewal is transforming parts of our city and we have committed to a carbon neutral future. Our population is growing, technology is changing and we need to plan for providing a positive level of services and facilities to continue the liveability and accessibility for Canberrans.

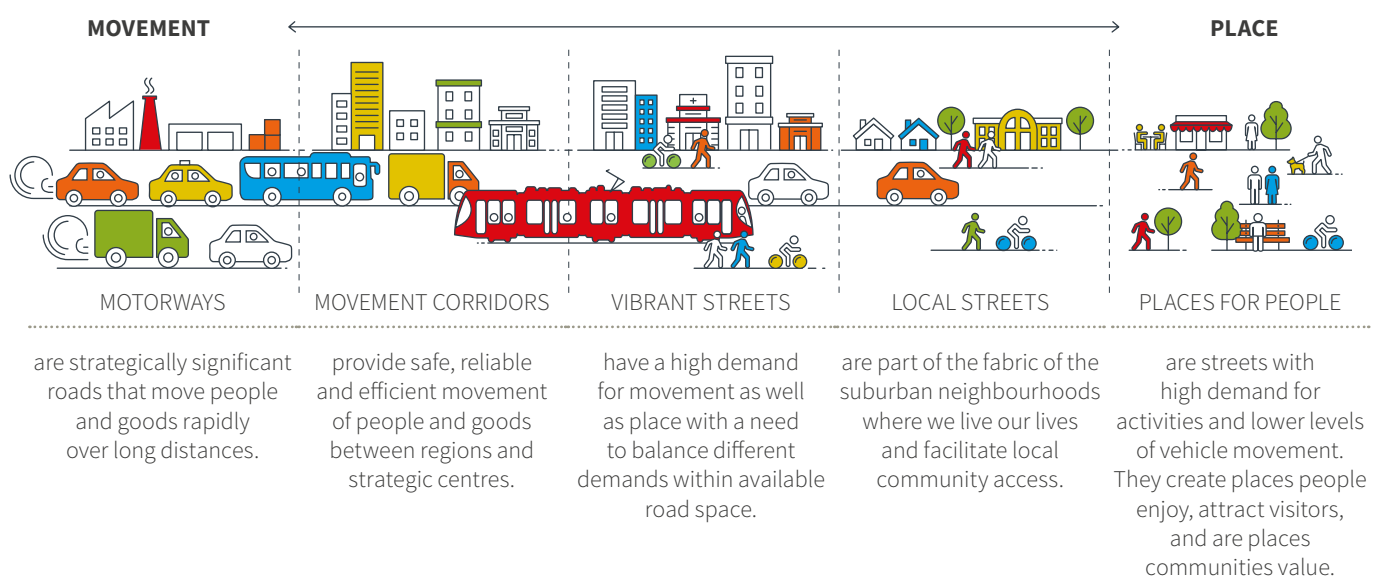
A Movement and Place Framework (see Figure 6) underpins the future directions for an integrated transport and land use network.

The framework provides a base for balancing the dual function of streets: moving people and goods; and enhancing the places they connect and pass through. It acknowledges that the needs and expectations of place making and land use differ for different spaces and places. Realising successful spaces and places means better integrating land use and transport planning in a way that supports the community and freight to move safely, efficiently and reliably while enhancing the liveability and amenity of spaces and places.





**FIGURE 6.** THE MOVEMENT AND PLACE FRAMEWORK





## Direction 5.1

### Enhance accessibility by better integrating transport and land use.

Accessibility can be improved by expanding transport options to make it easier and safer for the community to travel between places. It can also be improved by locating jobs, services, activities and housing closer together. Making Canberra more compact and efficient will improve accessibility by reducing the distance between destinations and the barriers to moving between and within them.

The government is improving the integration of the transport network and investing in light rail, the new bus network, cycling and walking infrastructure, and roads. Expanding movement options improves accessibility by making it easier to travel between destinations by public transport, walking and cycling, as well as by car.

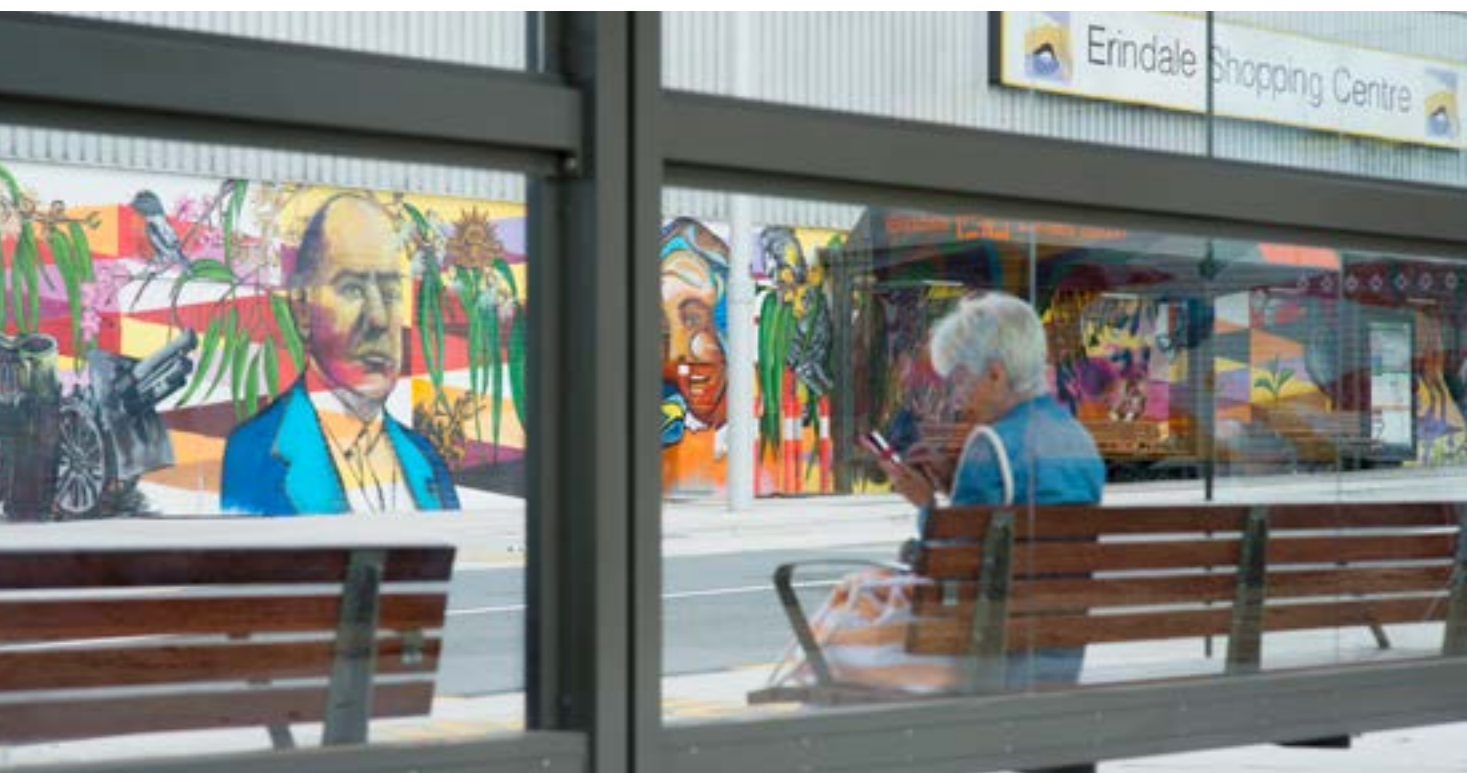
There are significant benefits associated with transport oriented developments within key centres.

The Movement and Place Framework helps us manage the road network in a way that enables people to easily travel to and from centres and move around within them. High quality roads, cycling paths and footpaths support attractive places for people, and strong local economies to develop and thrive.

The Movement and Place Framework also refers to the movement of goods between regions and strategic centres. A road network that is efficient and effective for the movement of freight is critical to support the economic development of the Canberra region.

This issue is addressed under Diverse Canberra (Direction 2.6).

Improving accessibility by walking, cycling and public transport will be increasingly important to reduce emissions. The transport sector will contribute more than 60% of the ACT's emissions in 2020 when we switch to 100% renewable electricity. This means transport will become a main focus for achieving the ACT's climate change target of achieving net zero emissions by 2045.





## ACTIONS

5.1.1 Support the integrated transport network by focussing urban intensification in town centres and around group centres and along the major public transport routes, and balancing where greenfield expansion occurs.

5.1.2 Support the delivery of the government's transport strategy to expand movement options (particularly active travel) and the delivery of the government's Climate change strategy to reduce greenhouse gas emissions from transport.

5.1.3 Investigate parking provision requirements to support broader government accessibility and transport policy, including reviews of:

- ▶ Parking and Vehicular Access General Code in the Territory Plan
- ▶ accessible parking
- ▶ fees and charges
- ▶ parking arrangements in locations with high demand.

5.1.4 Plan and strategically locate community infrastructure, services and open space in order to optimise accessibility and meet the needs of a growing and changing population.

### LINKS:

- Transition to Zero Emissions Vehicles Action Plan 2018–21
- Transport strategy
- Climate change strategy

## Direction 5.2

Deliver well designed, safe and sustainable streets and public spaces to create walkable neighbourhoods that are inclusive and fair.

Walkable neighbourhoods are supported by building and planning at a human scale. They have lively centres, connections between where people live and key destinations and services, and good links to public transport. Planning for quality footpaths with clear signage and safe crossings benefit all, regardless of ability, and support physical and mental health outcomes.

Being able to access these places easily by active travel or public transport encourages people to be more physically active reducing sedentary lifestyle. The Movement and Place Framework recognises that places for people are locations with high demand for activities and lower levels of vehicle movement. It facilitates creating places for people to enjoy, where communities can move safely around public spaces and where people can meet, interact and linger.

Our city needs to be accessible to provide choice, access to services and facilities and to serve a diverse population including the needs of people living with a disability or disadvantage. Being able to access employment, education and essential services is key to people's wellbeing, opportunities and social inclusion. We will provide services and facilities to support communities, and choices in housing, transport, employment and recreation.

Canberra's population is ageing. Maintaining accessibility for people as they age will provide for social inclusion and fairness. Prioritising people in the planning and design of our neighbourhoods will deliver age-friendly suburbs with supporting infrastructure, traffic calming and improved connectivity to schools, services and public transport; it creates opportunities for social interaction.

Although our city is ageing, Canberra still has one of the youngest average populations in Australia. This is why we must also plan our neighbourhood for younger Canberrans, to positively support the development, of happiness and well-being.

This prioritisation for children and young people in the design and delivery of easily accessible spaces, such as parks, shops and schools, accessible transport options and multi use destinations will support child-friendly communities that enable greater social inclusion

### ACTIONS

#### 5.2.1 Apply the Movement and Place Framework in future precinct planning to recognise people and place in the design and function of precincts. Include the following principles:

- ▶ permeable street layouts
- ▶ safe and efficient active travel routes connected to centres, schools, public transport and local activities
- ▶ support emerging transport trends such as bike share and car share.

#### 5.2.2 Support the Active Travel Office to improve walking and cycling network connectivity and urban amenity, particularly close to key transport corridors, local and town centres and education institutions

#### 5.2.3 Through place making and improved urban design, deliver high quality streets and places to facilitate social inclusion, activity and improve accessibility.

#### LINKS:

- Age-Friendly City Program
- City Services and a Better Suburbs Statement
- Active Travel Office
- Minister for Planning's Statement of Planning Intent (2015)
- Climate change strategy





## Direction 5.3

Create a better experience for walking and cycling into and within the city centre and our town centres.

Walkable city centres are not only comfortable and safe to walk in, but also interesting, offering a range of activities and having a sense of buzz and liveliness. As Canberra's city centre grows and changes, walking and cycling will be prioritised in the city centre to enhance amenity and liveliness, and urban design will contribute to creating better places and spaces.

### ACTIONS

.....  
5.3.1 Work with the City Renewal Authority and other partners to create high quality, lively and safe streets and public spaces in the city centre that encourage walking, cycling and public transport use.  
.....

5.3.2 Support the development of high quality, lively and safe streets and public spaces in our town centres that encourage walking, cycling and public transport use.  
.....

5.3.3 Review parking arrangements in the city centre and develop a city parking strategy  
.....

### LINKS:

- City Plan
- City and Gateway Urban Design Framework
- Climate change strategy









# DISTRICT LEVEL PLANNING

Planning at a district level bridges the gap between ACT-wide and local area planning and provides an opportunity to build on our existing master plans to deliver the vision of the ACT Planning Strategy 2018. A district planning approach is the vehicle to develop policy, achieve coordination and to implement action at a district scale, allowing for managing growth and change strategically within and between districts. It also provides an opportunity to understand and value the distinctive characters and the strengths and desired future directions of our districts.

Character is what makes our districts distinctive. It is created by a combination of the people who live and work within the district, the travel patterns, land, public and private spaces and how they interact to make a distinctive character and identity as our districts grow and change.

The development of district plans will identify the defining features of each district, explore what it is that sets them apart from one another and help shape resilient and strong individual districts in the ACT that together deliver a range of lifestyle choices for current and future Canberrans. The districts of Belconnen, Gungahlin, Molonglo Valley, North Canberra, South Canberra, Tuggeranong, Weston Creek and Woden Valley have been identified for district plans as there is potential for these districts to undergo the most change over the next 27 years. Other districts may be considered in the future, as necessary.

The following pages show key demographic and spatial features for each of these districts and how each district has a distinctive character.

The district plans will be developed by listening to and learning from people with a vast range of expertise and interests. This includes government staff, social and environmental peak groups, cross border and regional stakeholders, business and industry groups, community groups, young people, culturally and linguistically diverse people and, importantly, the wider community.



# District profile

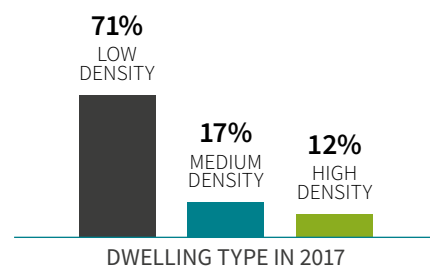
## BELCONNEN

 **98,740**  
PEOPLE IN 2017  
(24.07% OF ACT SHARE)

 **128,000**  
PEOPLE BY 2041  
(21.73% OF ACT SHARE)

 **34**  
MEDIAN AGE  
(2016 CENSUS)

 **30,207**  
EMPLOYMENT  
(12.85% OF ACT SHARE)




**2.6**  
PER HOUSEHOLD  
(2016 CENSUS)



**24.1%**  
PRIVATE DWELLINGS  
(URBAN SHARE)



**20%**  
TREE CANOPY  
(ACT VEGETATION OVER 3M)



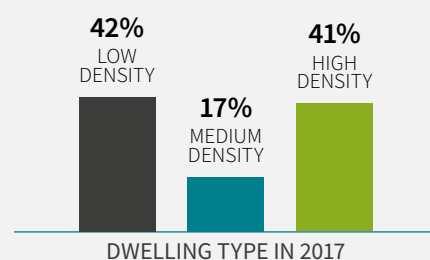
## NORTH CANBERRA

 **55,124**  
PEOPLE IN 2017  
(13.44% OF ACT SHARE)

 **78,700**  
PEOPLE BY 2041  
(13.36% OF ACT SHARE)

 **31**  
MEDIAN AGE  
(2016 CENSUS)

 **70,705**  
EMPLOYMENT  
(30.09% OF ACT SHARE)




**2.2**  
PER HOUSEHOLD  
(2016 CENSUS)



**14.3%**  
PRIVATE DWELLINGS  
(URBAN SHARE)



**24.3%**  
TREE CANOPY  
(ACT VEGETATION OVER 3M)



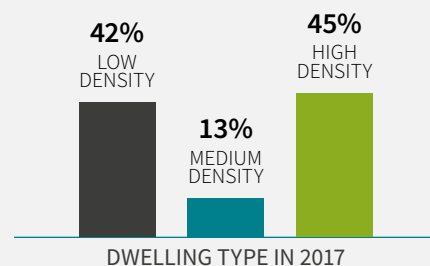
## SOUTH CANBERRA

 **28,511**  
PEOPLE IN 2017  
(6.95% OF ACT SHARE)

 **40,300**  
PEOPLE BY 2041  
(6.84% OF ACT SHARE)

 **40**  
MEDIAN AGE  
(2016 CENSUS)

 **53,210**  
EMPLOYMENT  
(22.64% OF ACT SHARE)



**2.2**  
PER HOUSEHOLD  
(2016 CENSUS)

**8.5%**  
PRIVATE DWELLINGS  
(URBAN SHARE)

**20.3%**  
TREE CANOPY  
(ACT VEGETATION OVER 3M)

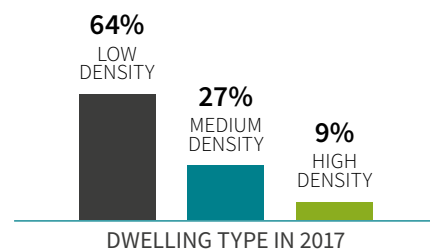
## GUNGAHLIN

 **75,516**  
PEOPLE IN 2017  
(18.41% OF ACT SHARE)

 **100,200**  
PEOPLE BY 2041  
(17.01% OF ACT SHARE)

 **31**  
MEDIAN AGE  
(2016 CENSUS)

 **14,806**  
EMPLOYMENT  
(6.3% OF ACT SHARE)



**2.9**  
PER HOUSEHOLD  
(2016 CENSUS)

**16%**  
PRIVATE DWELLINGS  
(URBAN SHARE)

**11.2%**  
TREE CANOPY  
(ACT VEGETATION OVER 3M)

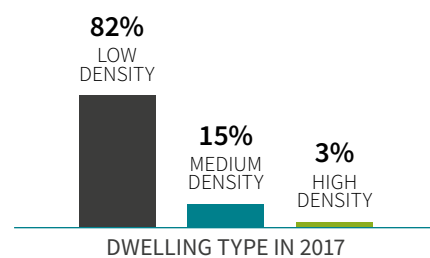
## TUGGERANONG

 **85,422**  
PEOPLE IN 2017  
(20,82% OF ACT SHARE)

 **100,600**  
PEOPLE BY 2041  
(17,08% OF ACT SHARE)

 **36**  
MEDIAN AGE  
(2016 CENSUS)

 **19,926**  
EMPLOYMENT  
(8.48% OF ACT SHARE)



**2.7**  
PER HOUSEHOLD  
(2016 CENSUS)

**20.6%**  
PRIVATE DWELLINGS  
(URBAN SHARE)

**21.4%**  
TREE CANOPY  
(ACT VEGETATION OVER 3M)

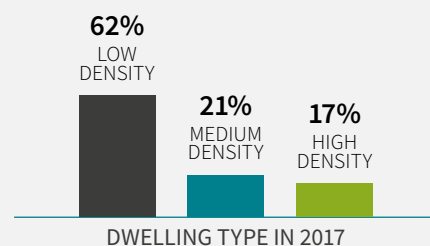
## WODEN VALLEY

 **35,642**  
PEOPLE IN 2017  
(8.69% OF ACT SHARE)

 **49,200**  
PEOPLE BY 2041  
(8.35% OF ACT SHARE)

 **39**  
MEDIAN AGE  
(2016 CENSUS)

 **24,510**  
EMPLOYMENT  
(10.43% OF ACT SHARE)



**2.4**  
PER HOUSEHOLD  
(2016 CENSUS)

**9.4%**  
PRIVATE DWELLINGS  
(URBAN SHARE)

**25.3%**  
TREE CANOPY  
(ACT VEGETATION OVER 3M)



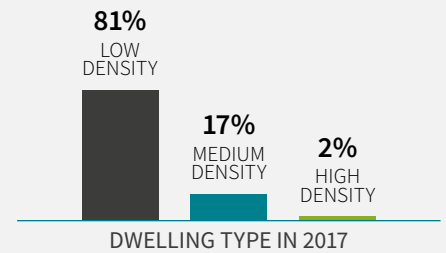
## WESTON CREEK

 **23,066**  
PEOPLE IN 2017  
(5.62% OF ACT SHARE)

 **33,200**  
PEOPLE BY 2041  
(5.64% OF ACT SHARE)

 **41**  
MEDIAN AGE  
(2016 CENSUS)

 **4,483**  
EMPLOYMENT  
(1.9% OF ACT SHARE)



**2.5**  
PER HOUSEHOLD  
(2016 CENSUS)

**5.9%**  
PRIVATE DWELLINGS  
(URBAN SHARE)

**24.9%**  
TREE CANOPY  
(ACT VEGETATION OVER 3M)

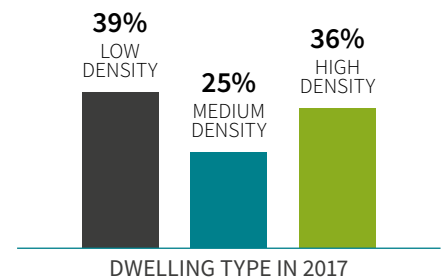
## MOLONGLO VALLEY

 **5,847**  
PEOPLE IN 2017  
(1.43% OF ACT SHARE)

 **51,400**  
PEOPLE BY 2041  
(8.73% OF ACT SHARE)

 **30**  
MEDIAN AGE  
(2016 CENSUS)

 **342**  
EMPLOYMENT  
(0.15% OF ACT SHARE)



**2.5**  
PER HOUSEHOLD  
(2016 CENSUS)

**1.2%**  
PRIVATE DWELLINGS  
(URBAN SHARE)

**13.3%**  
TREE CANOPY  
(ACT VEGETATION OVER 3M)



# IMPLEMENTATION

This Strategy is structured around a vision and five themes that articulate the desired outcomes for Canberra. To achieve the vision and themes, 25 strategic directions and 65 actions have been developed to focus implementation and achieve the outcomes.

This Strategy will be implemented through the following opportunities:

- » as a framework for policy development to inform district planning, building on the Master Plan Program and other local plans
- » inform strategic planning and service delivery across government
- » integrate with the ACT Government Infrastructure Plan 2011–21 and its update to align major land use and infrastructure planning
- » integrate with ACT climate change and transport strategies to align land use, transport and climate change adaptation for a resilient and connected Canberra
- » **encourage investment in Canberra by clearly showing the parameters for growth management and the infrastructure investment intentions of government.**

Many of the actions under this Strategy rely on implementation through the Territory Plan, the government's key statutory planning document in the ACT. With a review of the Territory Plan scheduled to begin in 2019, the release of this Strategy provides a sound basis for scoping elements of the review.

Annual reporting on this Strategy will occur through the Environment, Planning and Sustainable Development Directorate Annual Report. This will identify progress on the actions under the Strategy.

In accordance with the [Planning and Development Act 2007](#), consideration as to whether a review of the Strategy is required is made every five years. This enables government to review progress on the Strategy implementation and to consider whether the Strategy requires updating to take account of legislative, social, economic or environmental changes.

The ACT State of the Environment Report is a key vehicle to review and monitor progress towards achieving the five theme areas and corresponding directions and actions. The report is a requirement of the Commissioner for Sustainability and the Environment, and the [Commissioner for Sustainability and the Environment Act 1993](#), and is undertaken every four years, with the next report due in 2019.

## Delivering the Strategy

Preparation of this Strategy has been informed by extensive engagement with the community, business, peak groups and government stakeholders.

Successful implementation will similarly rely on a range of stakeholders to realise the vision and initiatives under this Strategy.

Responsibility for delivering the Strategy rests with the Environment Planning and Sustainable Development Directorate, in consultation with a number of other ACT Government Directorates



## ACT PLANNING STRATEGY 2018 – IMPLEMENTATION OF STRATEGIC DIRECTIONS AND ACTIONS

Strategic Direction	Action	Lead Agency	Partner Agencies
<b>COMPACT AND EFFICIENT CITY</b>			
<b>1.1 Support sustainable urban growth by working towards delivering up to 70% of new housing within our existing urban footprint, and by concentrating development in areas located close to the city centre, town and group centres and along key transit corridors.</b>	1.1.1 In order to manage growth and achieve a compact and efficient city, work towards achieving up to 70% of new housing within the existing urban footprint by identifying, investigating and planning for infill development in line with key location criteria.	EPSDD	CMTEDD, TCCS, CRA, SLA, HD
	1.1.2 Investigate the opportunities for higher density development within future urban intensification locations in order to inform prioritisation and staging of future development, land release and infrastructure (social and physical) investment options in locations that meet that meet certain criteria.	EPSDD	CMTEDD, TCCS, CRA, SLA, EDU
	1.1.3 Undertake preliminary land use investigations for the potential City to Woden light rail line to determine the opportunities for urban intensification afforded by increased transport accessibility.	EPSDD	TCCS, NCA
	1.1.4 Building on the Master Plan Program, investigate opportunities for district-level strategic and spatial planning approaches (see District level planning section) for districts likely to accommodate substantial infill growth and/or significant change.	EPSDD	CMTEDD, TCCS, CRA, SLA
<b>1.2 Investigate the potential for new residential areas to the west of the city to meet future housing need.</b>	1.2.1 Undertake environmental, infrastructure and planning studies for the western edge of the city to identify suitable areas for a range of uses.	EPSDD	CMTEDD, TCCS, SLA
<b>1.3 Use infrastructure efficiently to support our growing community.</b>	1.3.1 Continue to align land use planning and infrastructure planning to support the growth of the city.	EPSDD	TCCS, CMTEDD
<b>1.4 Continue to work with the NSW Government and Councils to implement joint initiatives to understand and manage growth in the Canberra Region.</b>	1.4.1 Progress joint ACT and NSW planning actions identified in the NSW Government's 'South East and Tablelands Regional Plan 2036' including an agreed set of principles to inform a new cross-border infrastructure funding model and a cross-border land and housing monitor.	CMTEDD	EPSDD, NSW Government
	1.4.2 Continue to collaborate with the NSW Government and councils in the region and other stakeholders on planning and related issues through the Canberra Region Joint Organisation (CBRJO) and other forums.	CMTEDD	EPSDD, NSW Government
<b>1.5 Protect the ACT and NSW border interface.</b>	1.5.1 Support the provision of adequate buffer areas between the urban areas of the ACT and adjoining land uses within NSW, in order to achieve compact and efficient growth, avoid land use conflict, protect rural and environmentally important areas, and maintain the setting and approaches to the National Capital.	CMTEDD	EPSDD, NSW Government, NCA

Strategic Direction	Action	Lead Agency	Partner Agencies
<b>DIVERSE CANBERRA</b>			
<b>2.1 Respect Canberra's culturally rich and diverse community to foster inclusion and participation in our community.</b>	2.1.1 Continue to build on an evidence based approach to planning the city.	EPSDD	CMTEDD, EDU
	2.1.2 Incorporate cultural and linguistic, age and gender diversity in comprehensive engagement on strategic planning to strengthen participation in the planning of our city.	EPSDD	CMTEDD
	2.1.3 Take a district-level approach to planning for our diverse community to investigate the implications on a range of local infrastructure, housing and place making approaches.	EPSDD	CMTEDD, SLA, CRA, CSD, TCCS, HD, EDU
<b>2.2 Enhance the diversity and resilience of our centres to meet the needs of the community, support economic viability and improved liveability.</b>	2.2.1 Investigate a new approach to Canberra's centres hierarchy policy.	EPSDD	CMTEDD
<b>2.3 Improve the character of our city centre to improve liveability and activity.</b>	2.3.1 Establish an approach to the urban design of the city centre that focusses on interconnected precincts, and considers matters relevant to the city centre location.	EPSDD	CRA, TCCS
	2.3.2 Support the implementation of the City Renewal Authority and other initiatives to enhance sustainability and revitalise the city.	EPSDD	CRA, TCCS
	2.3.3 Support and plan for the growth of commercial and residential development within the city centre to meet a diverse range of business investment and lifestyle choices that effectively uses existing infrastructure.	EPSDD	CRA, TCCS
<b>2.4 Recognise and protect existing industrial areas and service trade areas as important elements of a diverse economy.</b>	2.4.1 Investigate planning measures to manage competing demands and protect the role and function of service trade and industrial areas.	EPSDD	TCCS
<b>2.5 Plan for adequate employment land in the right location that supports a diverse range of uses including commercial and industrial land linked to supportive infrastructure, transport options and investment opportunities.</b>	2.5.1 Investigate the changing nature of employment and its spatial distribution implications in the ACT in order to inform planning and infrastructure decisions.	EPSDD	CMTEDD, TCCS
	2.5.2 Continue investigations into the establishment of new employment areas and other land uses including the Eastern Broadacre area and other potential sites.	EPSDD	TCCS
	2.5.3 Undertake district level investigation to consider how planning can support the growth of our knowledge clusters.	EPSDD	CMTEDD

Strategic Direction	Action	Lead Agency	Partner Agencies
DIVERSE CANBERRA			
<b>2.6 Protect and enhance infrastructure that supports the economic development of Canberra and the region.</b>	2.6.1 Continue to work with the NSW Government and regional councils to advocate for strategic infrastructure that benefits the Canberra Region and has the capacity to drive economic development.	CMTEDD	EPSDD, TCCS, NSW Government
	2.6.2 Work with the Australian Government and other stakeholders on the high speed rail concept ensuring proposed corridors are protected.	TCCS	EPSDD, Federal Government
	2.6.3 Incorporate appropriate provisions for the National Airports Safeguarding Framework in the review of the Territory Plan.	EPSDD	CMTEDD, NCA
	2.6.4 Plan for complementary and compatible economic development opportunities around Canberra Airport.	EPSDD	
	2.6.5 Support the development of the freight network by limiting inappropriate development (eg: sensitive uses) and direct access points along national freight routes, particularly the Monaro, Federal and Barton Highways.	TCCS	EPSDD
	2.6.6 Participate in discussions with key stakeholders including the Canberra Airport and regional neighbours to understand the potential and key requirements for a freight hub or hubs within the Canberra region.	CMTEDD	EPSDD, NCA, TCCS



Strategic Direction	Action	Lead Agency	Partner Agencies
<b>SUSTAINABLE AND RESILIENT TERRITORY</b>			
<b>3.1 Transitioning to net zero emissions city through the uptake of renewable energy, improved building design and transport initiatives.</b>	3.1.1 Investigate appropriate planning policy and statutory mechanisms to encourage the development of net zero emissions buildings, precincts and suburbs.	EPSDD	SLA, CRA
<b>3.2 Reduce vulnerability to natural hazard events and adapt to climate change.</b>	3.2.1 Review planning policy and statutory mechanisms to incorporate climate change adaptation considerations and resilience criteria into urban planning and design processes.	EPSDD	TCCS, JACS
<b>3.3 Integrate living infrastructure and sustainable design to make Canberra a resilient city within the landscape.</b>	3.3.1 Support the implementation of a living infrastructure plan for the ACT through the review of planning policy and planning mechanisms for the maintenance and enhancement of the urban forest into precinct, estate and district level planning processes, and relevant development and design guidelines.	EPSDD	TCCS, CRA, SLA
	3.3.2 Support the implementation of climate wise design and materials in statutory planning provisions, precinct and estate planning processes, and relevant development and design guidelines.	EPSDD	TCCS, CRA, SLA
<b>3.4 Plan for integrated water cycle management to support healthy waterways and a liveable city.</b>	3.4.1 Implement the revised WSUD General Code and integrate consideration of WSUD into precinct and estate and suburb planning and design processes.	EPSDD	TCCS, CRA, SLA
	3.4.2 Evaluate and implement cost-effective opportunities for stormwater irrigation of living infrastructure and priority public open space areas, as part of integrated water cycle planning in precinct, and estate and suburb planning and design processes.	EPSDD	TCCS, CRA, SLA
<b>3.5 Protect biodiversity and enhance habitat connectivity to improve landscape resilience.</b>	3.5.1 Identify and establish environmental offset areas within planning processes to mitigate any unavoidable impacts of development on ecosystems and biodiversity of national significance and other protected matter.	EPSDD	Australian Government
	3.5.2 Incorporate consideration of natural habitat and conservation areas into urban planning and design processes to promote habitat connectivity and support the establishment of biodiversity refuges.	EPSDD	TCCS, CRA, SLA
<b>3.6 Reduce waste, improve resource efficiency and decrease our ecological footprint.</b>	3.6.1 Investigate appropriate requirements under the Territory Plan for the provision of appropriate resource recovery infrastructure and waste service requirements in planning provisions for medium and higher density residential and mixed-use developments.	EPSDD	TCCS, CRA, SLA
	3.6.2 Encourage reduced waste and improved resource efficiency in new development and support the continued reduction of the ACT's ecological footprint.	EPSDD	OCSE

Strategic Direction	Action	Lead Agency	Partner Agencies
<b>LIVEABLE CANBERRA</b>			
<b>4.1 Deliver social infrastructure that meets community needs and supports strong communities.</b>	4.1.1 Investigate social infrastructure in infill and urban expansion (greenfield) areas to meet community needs.	EPSDD	CSD, CMTEDD, ED, HD, TCCS
	4.1.2 Undertake district-level assessment of land used to deliver community-focussed functions to inform the strategic release and development of land for community use to maximise whole-of-community benefit.	EPSDD	CMTEDD, ED
	4.1.3 Investigate land under concessional lease to strategically determine the future use of that land for greatest public benefit.	EPSDD	CMTEDD
<b>4.2 Deliver recreation, open (green) space and public spaces that support social interaction, physical and mental health and engagement in public life.</b>	4.2.1 Investigate planning mechanisms to deliver a range of sport and recreation opportunities to meet changing community need by taking a strategic city-wide approach.	EPSDD	CMTEDD, TCCS, HD
	4.2.2 Investigate opportunities to enhance the network of accessible, high quality local open space to meet changing community need through a district planning approach.	EPSDD	CMTEDD, TCCS, SLA, CRA, HD
<b>4.3 Strengthen neighbourhoods and support their diverse character by creating strong local activity hubs.</b>	4.3.1 Continue to support local community and business capacity by developing place-making approaches to support vital neighbourhoods.	EPSDD	TCCS, CRA, SLA
	4.3.2 Investigate planning mechanisms to respond to the changing role of local centres and their long-term viability, and place within the hierarchy.	EPSDD	TCCS
<b>4.4 Deliver housing that is diverse and affordable to support a liveable city.</b>	4.4.1 Plan for a range of higher density development in appropriate and clearly defined locations with a mix of apartment and dwelling types to improve diversity and access to support ageing in place, families, affordability and adaptability.	EPSDD	
	4.4.2 Identify priority areas for medium density housing in locations that meet diverse community needs.	EPSDD	
	4.4.3 Building on the Housing Choices consultation, continue to develop planning mechanisms to facilitate the delivery of medium density housing options.	EPSDD	
	4.4.4 Building on the Housing Choices consultation, investigate options for dual occupancies in the RZ1 zone and RZ2 zone.	EPSDD	
	4.4.5 Investigate planning provisions to facilitate the delivery of affordable housing across the spectrum of community needs.	EPSDD	CSD
<b>4.5 Encourage high quality design, built form and places for a changing climate.</b>	4.5.1 Investigate a range of processes to improve the design and quality of our buildings and public places.	EPSDD	CRA, TCCS
	4.5.2 Investigate policy and planning mechanisms to improve streetscape design for better tree canopy cover and improved verge design of streets.	EPSDD	CRA, SLA, TCCS
	4.5.3 Integrate policy and planning mechanisms to enhance living infrastructure for the planning and design of residential areas in our neighbourhoods.	EPSDD	CRA, SLA, TCCS

Strategic Direction	Action	Lead Agency	Partner Agencies
<b>ACCESSIBLE CANBERRA</b>			
<b>5.1 Enhance accessibility by better integrating transport and land use.</b>	5.1.1 Support the integrated transport network by focussing urban intensification in town centres and around group centres and along the major public transport routes, and balancing where greenfield expansion occurs.	EPSDD	TCCS
	5.1.2 Support the delivery of the government's transport strategy to expand movement options (particularly active travel) and the delivery of the government's Climate Change strategy to reduce greenhouse gas emissions from transport.	TCCS	EPSDD
	5.1.3 Investigate parking provision requirements to confirm they support broader government accessibility and transport policy.	EPSDD	TCCS
	5.1.4 Plan and strategically locate community infrastructure, services and open space in order to optimise accessibility and meet the needs of a growing and changing population.	EPSDD	CSD, TCCS, SLA, HD, EDU
<b>5.2 Deliver well designed, safe and sustainable streets and public spaces to create walkable neighbourhoods that are inclusive and fair.</b>	5.2.1 Apply the Movement and Place Framework in future precinct planning to recognise people and place in the design and function of precincts.	EPSDD	TCCS
	5.2.2 Support the Active Travel Office to improve walking and cycling network connectivity and urban amenity, particularly close to key transport corridors, local and town centres and education institutions.	TCCS	EPSDD
	5.2.3 Through place making and improved urban design, deliver high quality streets and places to facilitate social inclusion, activity and improve accessibility.	EPSDD	TCCS, CRA, SLA
<b>5.3 Create a better experience for walking and cycling into and within the city centre and our town centres.</b>	5.3.1 Work with the City Renewal Authority and other partners to create high quality, lively and safe streets and public spaces in the city centre that encourage walking, cycling and public transport use.	CRA	EPSDD, TCCS
	5.3.2 Support the development of high quality, lively and safe streets and public spaces in our town centres that encourage walking, cycling and public transport use.	EPSDD	TCCS
	5.3.3 Review parking arrangements in the city centre and develop a city parking strategy.	EPSDD	

CMTEDD	Chief Minister, Treasury and Economic Development Directorate
CRA	City Renewal Authority
CSD	Community Services Directorate
EDU	Education Directorate
EPSDD	Environment, Planning and Sustainable Development Directorate
HD	Health Directorate
NCA	National Capital Authority
OCSE	Office of the Commissioner for Sustainability and the Environment
SLA	Suburban Land Agency
TCCS	Transport Canberra and City Services (Directorate)





# GLOSSARY

## **Affordable housing**

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

## **Active travel**

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

## **Biodiversity**

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

## **Greenhouse gas emissions**

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

## **Carbon neutral city**

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

## **Climate change adaptation**

Actions taken to help communities and ecosystems adjust to changing climate conditions and their effects.

## **Climate change mitigation**

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

## **Ecosystem**

A dynamic combination of plant, animal and micro-organism communities and their non-living environment (e.g. soil, water and the climatic regime) interacting as a functional unit.

## **Ecosystem services**

The benefits people obtain from functioning ecosystems. These include provisioning services such as food and water; regulating services such as urban cooling and flood control; cultural services such as recreational and cultural benefits; and supporting services such as nutrient cycling.

## **Employment land**

Employment Land is land that is zoned in the Territory Plan 2008 for the use of commercial and industrial purposes.

## **Future-proof**

Future-proofing is the process of anticipating the future and developing methods of minimising the effects of shocks and stresses of future events.

## **Greenfield**

Greenfield areas are made up of undeveloped land outside of the existing urban footprint. Often located on the edge of existing urban areas. Greenfield development requires full assessment of environmental, infrastructure and planning issues, to determine future use and suitability for expansion of the city.

## **Group centre**

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

## **Knowledge industries**

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

## **Infill**

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



### **Local centre**

Smaller shopping centres that provide convenience retailing, and community and business services that meet the daily needs of the local population.

### **Living infrastructure**

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

### **Liveability**

This is a measure of city resident's quality of life and is used to benchmark cities around the world. It includes socio-economic, environmental, transport and recreational measures.

### **Natural resources**

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

### **Place-making**

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

### **Resilience**

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

### **Social infrastructure**

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

### **Sustainable development**

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

### **Town centre**

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

### **Urban design**

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

### **Urban footprint**

Is the geographic extent of the existing urban area.

### **Urban Intensification Areas**

Areas where further development and redevelopment is directed and is aligned with supporting infrastructure and provides the opportunity for renewal and investment in targeted locations.

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

### **Water sensitive urban design (WSUD)**

Is the planning, design or construction of the built environment to minimise water runoff and ensure any runoff causes the least amount of damage. It is also about wise use of that water to improve our urban environment.





