

ACT GOVERNMENT

GUNGAHLIN TOWN CENTRE PLANNING REFRESH



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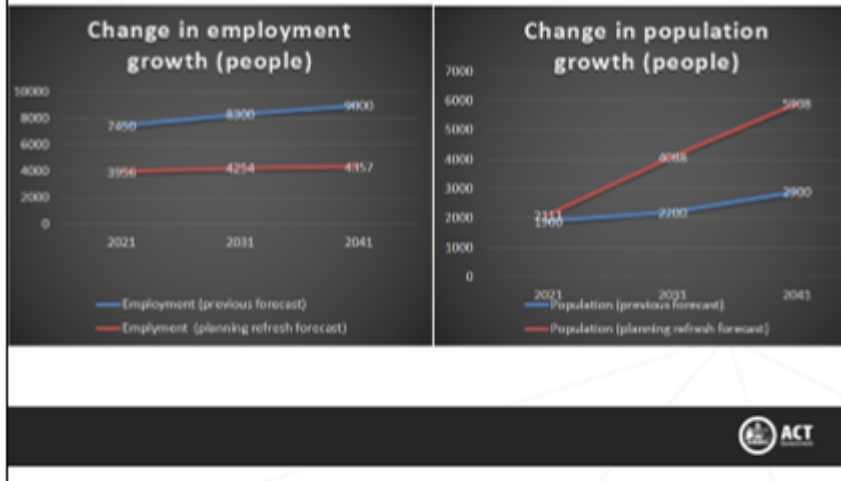
KEY MESSAGES FROM COMMUNITY ENGAGEMENT

- Mixed views about the potential for increasing building heights in the town centre
- New development should be of high quality design and materials, consider bulk and scale, overshadowing and privacy
- Strong support for improved walking and cycling network conditions, including amenity and safety, both within and into the town centre
- Concern about traffic congestion, safety and the potential increase in demand for parking associated with future development
- Strong support for the provision of additional green space/pocket parks in the town centre
- Support for improved amenity in public spaces and open space in the town centre including landscaping, seating and provision for active and passive recreation



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KEY ISSUES



- There were unanticipated changes to residential and employment growth projections.

Employment

- The Gungahlin Planning Report of 2010, in response to community desire for more employment in the town centre, allocated approximately 200,000m² of commercial floor space, similar levels to Woden and Belconnen town centres.
- The 2016 census showed that by 2016, only 6% of employment in the ACT is located in the Gungahlin. Notwithstanding our historically polycentric city structure, Canberra has highly centralised employment in Civic and the Parliamentary Triangle, which accounts for 52% of total employment (30% North Canberra and 22% South Canberra). These trends of centralisation and agglomeration to the centre of the city are expected to continue. This therefore makes it challenging for Gungahlin to grow to a similar employment size of either Woden or Belconnen.
- The office park precinct was planned to be a mixed use precinct, however in recent years as that land was released, there was little demand for commercial or employment floor space, resulting in a now primarily residential precinct.
- For these reasons, the employment and residential projections have been revised as a result of this work.

Residential

- The scenarios modelled as part of the Gungahlin TC planning refresh included steady but significantly increased residential growth in the short (to 2021), medium (to 2031) and long term (to 2041).
- The rate of residential population land use modelled is about 100 dwelling per year over a 20 year period. (previously lower at less than 30 dwellings per year)
- This represents a increase from 1200 dwellings in 2021 to 3300 dwellings in 2041 (previously in 2041 1600 dwelling predicted).
- Demand for employment uses is not expected to achieve previously predicted levels and has been reduced in 2021 to just over half previously forecast. Growing by only 400 jobs by 2041. (previously 1500 jobs between 21 and 41 with a large increase forecast up to 2021 – This forecast was not realised and the planning refresh must respond)
- Similarly, the previously predicted increase in retail use has been reduced to below 150,000m² by 2041. We are confident about these numbers as they have been benchmarked with other town centre locations,
- Enrolment numbers have generally been retained as previously forecast.

ANALYSIS COMPLETED

- Residential and employment projections
- 3D Canberra model for Gungahlin town centre and surrounds
- Canberra Strategic Transport Model (CSTM)
- Active travel network
- Public open space network



In response to the key messages from the community engagement, technical analysis has included the following work to inform the development of the draft planning report:

- the development of a 3D Canberra model for the Gungahlin town centre and surrounds to test the impacts of built form options, including bulk and scale, overshadowing and the interface with existing development.
- the use of the Canberra Strategic Transport Model to assess the traffic impacts resulting from the growth of the town centre to identify future intersection and road upgrades. Improvements to the active travel network, particularly to improve connections to light rail, have also been investigated.
- review of public open space and connections to open space from the town centre have been reviewed to inform place audits; and
- coordination with the work of other directorates, including TCCS and SLA.

KEY RECOMMENDATIONS



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KEY RECOMMENDATIONS - walking, cycling and road transport

Short term

- Monitoring the effect of light rail on traffic
- Parking coordination to manage short and long term parking demand
- Review of the Parking Code to determine appropriate parking provision rates for development

Long term

- Potential augmentation of transport options, including:
 - light rail frequency
 - public transport
 - active travel
 - road infrastructure



The 2016 Census determined that 19% of the Gungahlin district workforce worked within district, meaning that 81% of workers travelled outside of the district for work. 77.4% of Gungahlin workers travel to work by car and 7.6% travel to work by public transport, resulting in a large impact on the road network during peak hour. In response to community concerns about the impact of additional population growth in the Gungahlin town centre on traffic congestion, strategic transport modelling has been undertaken to assess the impact of this growth on the Gungahlin town centre and district transport network.

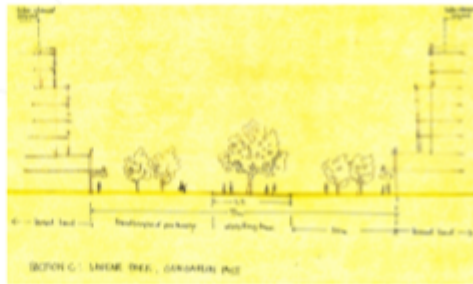
The transport modelling found that due to these factors, high levels of vehicle traffic already use the arterial road network for inter-district travel and are creating congestion. With the anticipated population growth within the Gungahlin town centre, the already high levels of vehicle traffic will increase congestion and also increase public transport demand.

The TCCS active travel practitioners' tool has been used to identify gaps in the active travel network.

The supply and demand for parking will continue to be a growing issue in Gungahlin. For example, [Winyu House](#) is looking to introduce paid parking on site in the coming months in response to the use of its free parking by workers not associated with [Winyu House](#). The commencement of light rail is likely to place additional demands on the existing parking supply.

KEY RECOMMENDATIONS - upgrading and enhancing public spaces

- Detailed design of the Gungahlin East linear park
- Improving interfaces between buildings and public spaces through design guidelines and landscaping
- Place audit for the Gungahlin College forecourt
- Improve connections to Yerrabi and the Valley Ponds
- Working with the development industry to deliver public space improvements.



TCCS is currently undertaking public space improvements to Hibberson Street and Gungahlin Place which will improve the function and quality of those public spaces. The town centre is located in close proximity to Yerrabi and Valley Ponds, however access to those open spaces would benefit from improved pedestrian and cycling connections.

The detailed design of the Gungahlin East linear park presents an opportunity to ensure that there is an appropriate diversity of public open space in the town centre.

KEY RECOMMENDATIONS - building height and character

- Recognising the balance of residential and commercial land
- Appropriate height and built form controls to the 2(b) precinct and the Gungahlin East precinct
- Appropriate supply of office floor space to attract office development in the future
- Allowing appropriately located residential development in the Gungahlin East precinct.



Key recommendations

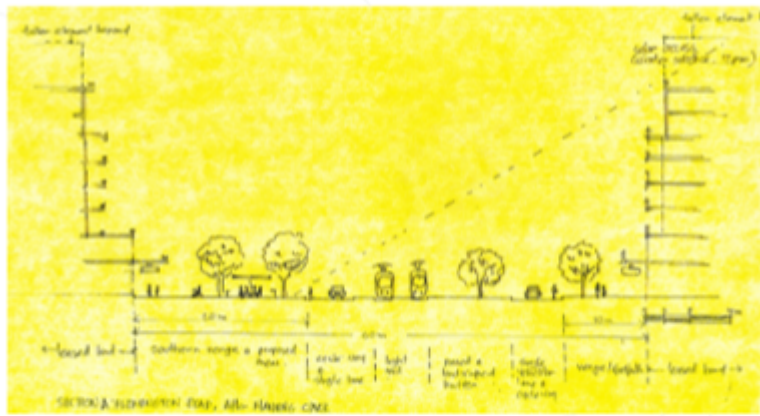
- Managing the development across the town centre by ensuring a realistic balance of residential and commercial land
- Introducing appropriate height and built form controls to the 2(b) precinct and the Gungahlin East precinct
- Ensuring an appropriate supply of office floor space to attract office development in the future, but reduce the overall supply of office floor space by allowing appropriately located residential development in the Gungahlin East precinct.

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NEXT STEPS

- Community engagement of the planning refresh – proposed for May 2018 (for 6 weeks)
- Territory Plan variation – commencing following finalisation



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