

LOCAL [OR DISTRICT] STRATEGIC PLANNING

The Planning Institute of Australia (NSW Division) says:

“the goals of local strategic planning are to protect significant aspects of the local natural and built environment, guide the efficient and effective use and distribution of scarce resources at a local level and also guide the delivery of key infrastructure for the benefit of the local communities” [‘NSW Policy Statement July 2012’]

The planning authority’s ***DRAFT DISTRICT STRATEGY: INNER SOUTH 2022*** fails to meet those goals. It seems to all be about delivering for the Government.

In examining this 156 page, rather glossy document, I note that:

- Apart from the 5 page ‘District Strategy summary – Inner South’ towards the front of the document, it’s only pages 85 -125 where are specific maps and discussion actually about the Inner South District.
- There is only ONE PAGE (p.91) that gives a summary of “What the community has told us” – based on the single, poorly managed ‘consultation’ workshop held in Inner South in 2021.
- The ‘Key directions’ (page 92 – 9 short, rather vague statements) do not appear to respond to “What the community has told us”. Rather, they are about delivering new development at East Lake, employment at Fyshwick and west Deakin, light rail from City to Woden, a “multimodal hub around Canberra Railway Station”, and “a mix of housing types”.
- Only the first point “Strengthen the blue-green network” and the last: “Deliver new community infrastructure to meet district demand for facilities” may be seen as some response to local community concerns. The rest just seems to be the Government’s agenda for Inner South.
- Contrast this with the ISCCC’s *Inner South Canberra District Planning Strategy – FUTURE DIRECTIONS FOR OUR DISTRICT – 2021*. 84 specific ‘Actions’ related to the five ‘THEMES’ from the ACT Planning Strategy 2018 plus a further 12 ‘Actions under the special Theme of ‘Heritage’.

From page 94 on there is a series of maps, starting from *Figure 31: Inner South District Strategy Plan*. The principal features of this map are:

- Primary and Secondary 'Connections' (Blue-Green Network) – the only new connections appear to be around the north side of Fyshwick and a Secondary one in south Narrabundah
- One only Proposed Light Rail Corridor (Adelaide Avenue); no Proposed Rapid Bus Corridor
- A very vaguely defined in fuzzy brown 'Strategic Investigation Corridor' – along the existing railway line through Fyshwick to Kingston, Wentworth Avenue, Brisbane Avenue, Adelaide Avenue
- 'Future Investigation Areas' in yellow – around Red Hill and Narrabundah shops, Griffith shops to Kingston shops, Adelaide Avenue
- 'Key Sites and Change Areas' – central Fyshwick, East Lake, Adelaide Avenue/ west Deakin, west Yarralumla.

Figure 32: – *Blue-Green network* adds little, except for a 'Possible Future [Secondary] Connection' along The Causeway in Kingston

Figure 34: – *Economic access and opportunity across the city* shows 'Innovation Precincts' at Dairy Road and Fyshwick CIT

Figure 35: – *Strategic movement to support growth* adds nothing

Figure 36: - *Sustainable neighbourhoods* adds more coloured blobs to the 'Future Investigation Areas' (in yellow on *Figure 32*) – 'Urban Centre' in orange and 'Urban Core' in red, based on 'transect analysis' (Appendix 1). 'Urban Centre' is "defined by higher density mixed-use buildings". 'Urban Core' is "highest density and height with greatest variety of uses". NOTE THE LITTLE ROW OF 'URBAN CORE' BLOBS ALONG ADELAIDE AVENUE (northside)