**18/543: Kippax Group Centre Master Plan**

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| **Summary of Impacts** |
| * The Kippax Group Centre Master Plan (the Master Plan) seeks to address several challenges and opportunities that are currently being experienced in the Kippax group centre (the Centre). Recent and anticipated housing growth in the suburbs surrounding the Centre will bring new opportunities for commercial growth. However, the current condition of the public spaces and character of the built form contribute to an uninteresting, tired and unsafe perception of the Centre. The Master Plan provides strategies to address these main issues to introduce more commercial development into the Centre and to provide guidance for the design and use of the public spaces and buildings, and an increased role for sustainable transport to access the Centre. Parking is near capacity and is inefficiently designed. * The Master Plan incorporates key actions which will support the redevelopment and growth in the Centre, including Territory owned land adjoining the Kippax Fair shopping centre and other sites with ageing buildings, which will change and improve the Centre to meet the demands of shopping, services, transport and parking into the future. The Master Plan includes several changes to the Centre structure to encourage a more focussed, vibrant and walkable environment. * The Master Plan will result in positive social, economic and environmental outcomes. * Development of the Master Plan involved extensive engagement with the community, key stakeholders and across Government Directorates. |

*Key to impacts: Red – negative, Blue - neutral and Green - positive.*

**Social**

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| **Access to social networks & community activities** | * The implementation of the Master Plan will result in positive social outcomes by providing improved locations for community facilities within the Centre, including a focussed ‘community hub’ of Government and non-Government services. The Master Plan provides opportunities for improvements to public transport, cycle and pedestrian networks and on-street car parking to meet the needs of the Kippax group centre and surrounding suburbs. * The existing central plaza is an important public space at Kippax. Strategies to improve its function as a community focal point are included in the Master Plan to offer opportunities for increased commercial and community use of this space by local businesses and community events. |

**Economic**

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| **ACT Government Budget** | * The Master Plan does not include any financial commitments. This Submission does not seek Cabinet’s agreement to provide appropriation and/or to reduce forecast revenue. Funding commitments to effect implementation of works resulting from the Master Plan are required to be considered separately through the budget process. |
| **Productivity and Innovation** | * The Master Plan outlines a long-term vision for the Kippax group centre to allow for improved public transport access to the Centre, including rapid public transport on Southern Cross Drive. The Master Plan provides for more efficient use of public car parking by ensuring that higher value locations are reserved for higher turnover car parking. * The Master Plan recommends uplifting building heights for key sites in the Centre to allow for mixed use development, including residential, consistent with future vision for the Centre’s urban character. * The Master Plan integrates several ACT Government projects and initiatives in the Centre to bring together one plan that connects these projects in the context of broader policy directions to encourage a healthy and active community. This includes increasing walking, cycling and the uses of public transport to the Centre to reduce reliance on car parking for accessing the Centre, in turn enabling development intensification to become decoupled from the need to maintain car parking supply. |
| **Investment and economic growth** | * The Master Plan identifies several sites for urban renewal including several Territory owned and private sites within the Centre, as well as selected surface car parks and ageing commercial sites. The Master Plan recommends rezoning and allowing increased development yields on these sites to facilitate redevelopment. On some of these sites building heights up to four and six storeys are recommended. * The Master Plan recommends improved transport connections for access to the Centre by all the major transport modes, including improved bus, cycling and walking connections, and new road connections to access the Centre from the east. The Master Plan makes provision for potential future light rail. |
| **Competition** | * The Master Plan has identified significant expansion opportunities for retail development to provide increased consumer choice and competition within the Centre. The Master Plan increases the total supply of commercially zoned land within the Centre. * The Master Plan facilitates mixed use residential development within the Centre, in order to provide increased residential housing supply and choice for the Centre and the suburb of Holt. |

**Environmental**

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| **Environmental quality** | * The Master Plan recommends improvements to the environmental sustainability and quality of development in the Centre. * The Master Plan includes improvements to the local environment such as waterways management, flood mitigation, increased urban biodiversity and green corridors. The Master Plan recommends the use of large canopy trees throughout the Centre, and in particular in surface car parking areas. * The Master Plan provides recommendations for improved quality of the built environment such as controls for overshadowing of public spaces and nearby residential development. * The Master Plan also makes recommendations that will reduce the negative impact on wider environmental issues such as reduced energy use, and reduced reliance on fossil fuels. |
| **Landscape changes** | * The Master Plan recommendations aim to improve the urban and natural landscape in the Centre and clearly articulates that changes to the landscape and public domain may indeed occur incrementally over time. However, the Master Plan also reinforces the need to improve the public domain, particularly the surface car parking areas and areas near the existing central plaza. * The Master Plan recommends land release and development of part of the existing Holt District Playing Fields. Development of part of the existing Holt District Playing Fields will offer significant economic, social and wider environmental benefits. Improvements to the adjoining open spaces including the upgrade of existing unused playing fields to the south of the Centre, improved waterway management and investment in improved public spaces throughout the Centre are expected to offset this potential loss of some open space. * Planning controls are recommended in the Master Plan to ensure development provides a human scale to the streets and public spaces to reduce the bulk, scale and shadowing of new buildings on to key public spaces. |
| **Heat Island Effect** | * The Master Plan recommends that part of the existing Holt District Playing Fields be released to allow for potential retail expansion of the Centre. To ensure the new development does not contribute to the heat island effect it will be required to demonstrate no net gain to heat island. Possible methods for achieving this may include providing sustainably irrigated grassing, chains of ponds, roof gardens, large canopy shade trees along streets and in surface car parks, permeable surfaces, sustainable water fountains and water misting systems in playgrounds. |