
Pymont Peninsula sub-precinct master plans

The sub-precinct master plans are on exhibition for public comment until **Friday, 4 February 2022**.

The master plans build on the priorities set out in the place strategy and provide high-level guidance on how the seven sub-precincts could develop over the next 20 years to create unique and liveable places.

We are exhibiting proposed planning controls for two key sites, The Star and University of Technology, Sydney. We are also exhibiting proposed planning controls for the two Sydney Metro West station sites. The planning controls provide height and floor space ratio controls and will guide future levels of density.

The exhibition also includes an Infrastructure Delivery Plan, which outlines how and when infrastructure will be delivered in the peninsula over the next 20 years.

A [Special Infrastructure Contribution](#) (SIC) scheme is proposed to deliver up to \$280 million towards the new Pymont Metro station.

THE ULTIMO RESIDENTS VIEWPOINT

FriendsofUltimo

25 December 2021 ·

SEASON'S GREETINGS TO ALL ULTIMO RESIDENTS

"Friends of Ultimo" sends very best wishes for the 2021 festive season and 2022 New Year not only to our network subscribers, but to all Ultimo residents and beyond who care about local issues and want to keep Ultimo "on the map" when so many changes are taking place in our area.

FoU specially thanks politicians and officials who have given their support over the past year including our Local Member (Balmain) Jamie Parker MLA, Alex...

[See more](#)

FriendsofUltimo

15 December 2021 ·

PYRMONT PENINSULA SUB-PRECINCT MASTER PLANS

-A- PYRMONT PENINSULA SUB-PRECINCT MASTER PLANS

Yesterday (15 Dec) we accepted the Planning Department's invitation to Pymont/Ultime residents to visit the Pymont Community Centre to hear more about their sub-precinct master plans for the Pymont peninsula <https://www.planningportal.nsw.gov.au/pymont-master-plans> – partly out of curiosity, but mainly to make sure that Ultimo's 'voice' is taken into account when community opinions of the plans are assessed.

The session was quite well organised, with planning representatives seated at tables to address small groups of local community members and – theoretically - answer their questions.

All the planners were pleasant and did their best to explain clearly the government's intentions for the area. We asked the following questions:

-1- The initial Pyrmont Peninsula Planning Strategy had some positive aspects that were favourably received by the community, yet the current precinct master plans appear to contradict most of these good points. Why?

A - The PPPs was very general. These precinct master plans are much more detailed...

-2- A number of sites are shown as “Capable of change” including Ultimo’s heritage-listed Powerhouse Museum and the Ultimo Community Centre. In total, well over half of the government’s new version of Ultimo could “change”, risking demolition of current buildings to make way for high-rise apartments

A - Well, change is always possible...

🙄 Why have the administrative City of Sydney boundaries for Ultimo been ignored?, Yet the current precinct boundaries effectively recognise only south Ultimo while north Ultimo is included in a “new” suburb, Wentworth Park

A - The boundaries shown are just “names.”

-4- As the plans allow for at least 4,000 new residents in the area, why is there no provision for the new schools and medical facilities they will need?

A - The newly -rebuilt Ultimo Public School (which is already full!) will cater for new residents’ children...

5 Why has the Star Casino’s over-sized tower, rejected earlier by the Independent Planning Commission, been restored.

A - This tower is different from the earlier one...

Obviously, we were not satisfied with these responses, although the Planner at our table remained good-humoured, and advised that all community members opposed to the plans should make their objections clear in a submission to <https://www.planningportal.nsw.gov.au/pyrmont-master-plans> before February 4, 2022. She also reminded us that there will be a further community (online and in person) information sessions in January:

- Pyrmont Community Centre: Wednesday 19 January 2022, 4-6pm

- Online: Friday 28 January 2022, 12.30-1.30pm

-B- SCHOOL HOLIDAY UPDATE

The City of Sydney has asked us to publish a link to their January Youth School Holiday Program HERE <https://whatson.cityofsydney.nsw.gov.au/e.../youth-in-the-city>

RESPONSE ::

THIS SEEMS TO FOCUS ON PART OF PYRMONT – but it questions the need for an extra 4,000 residents, and their needs for schools (local schools) etc.

This is reasonable, especially if we use the EU adaption to climate change data the has a section on Urban Heat Island impacts (with reference to Australian Studies).

THE EU Urban Climate Adaption

Mitigating Urban Heat Island Effects has been a research topic at UTS and UNSW university in Sydney.

So the local solutions take longer than 7 days to design the solution, unless it is just Air-conditioning that ideally is run on Renewable Electric Power.

The Greater Sydney Commission has a TARGET of 40% Tree Canopy Cover, but with a proposed increase in URBAN DENSITY in ULTIMO it is a “CHALLENGE” to achieve it.

There is Street Trees in Harris Street for some of its length, but many apartment blocks cover greater than 60% of the site area, and some are 100% due to being a former timber frame warehouse building. E.g. Wool Shed in Pyrmont/ Ultimo area.

“Green taxation and green accounting effective methods for driving sustainable practices”

Atte Moilanen, a Research Director at the University of Helsinki, calls for more resources and a stronger regulatory framework to protect the environment and maintain biodiversity around the world. His research group has created Zonation, a software tool to enable sustainable land use planning practices

Cooling Cities Strategies and Technologies to Mitigate Urban Heat

Description

This report analyses the different natural and built environment strategies and technologies for adaptation - "urban greenery, green roofs and walls, water-based technologies, cool roofs, and cool pavements - to help local governments reduce the effect of increased heat on their communities and citizens." The study stresses that "individually, each mitigation strategy can reduce high temperatures in urban areas; together in a citywide adoption, they can drastically reduce the UHI (Urban Heat Island) effect itself while providing many additional co-benefits."

This discussion paper also examines the existing urban heat mitigation policies and interventions, including "government operations themselves, mandatory or incentives for private choices, and public education. Governments face challenges in adapting to urban heat because of the complexity of choices available, limited resources, the need to coordinate among many local agencies, and, in some cases, skepticism about climate change."

Although commissioned by the Australian government, the geographical focus is mainly characterizing the policy recommendations, while the analysis of the available policies, measures, and technologies has a global focus and can be relevant for European countries, in particular, the Southern ones.

THE URBAN AREAS of EU – are claimed to have potentially more people ?

Urban



The Garden City of Stains, France

Image credits: Europa Nostra, [flickr](#) 2003 - CC BY-NC-SA 2.0

Key messages

- Cities are vulnerable to climate change because of their geographical characteristics and a high degree of built up areas and impervious surfaces, which may lead to higher local temperatures and increased urban rainfall flooding.
- With projected increases in temperature, more extreme rainfall events, and the percentage of urban population in the EU projected to increase to over 83% from 74% currently, the need for cities to adapt to these impacts is increasing.
- The EU has several policy frameworks in place to increase the resilience of European cities and their residents, including the EU Adaptation Strategy and the EU Biodiversity Strategy 2030. It also has developed several initiatives to improve knowledge and data availability on urban vulnerability and adaptive capacity, including the Urban Adaptation Map Viewer and Copernicus' Urban Atlas; and offers financial and technical support to policymakers and practitioners in making cities more resilient and adaptive, such as through the Horizon Europe research and innovation framework programme and the Urban Adaptation Support Tool.

Impacts and vulnerabilities

In Europe, more than 74% of the population lives in urban areas and this is projected to increase to [over 83% by 2050](#). European cities and their residents need to adapt and be resilient to changes in their environment, weather conditions and extreme events such as heatwaves, water scarcity, heavy rainfalls with stormwater run-off, flooding, and sea level rise caused by

Impacts and vulnerabilities

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The vulnerability of cities to climate change differs for many reasons, including geographical location and physical characteristics. A prevalence of built-up areas and lack of green space leads to higher temperatures in urban areas (the so-called urban heat island effect), while a large proportion of impervious surfaces reduces natural drainage, leading to more severe urban floods during heavy rains.

Policy framework

The new [EU Strategy on Adaptation to Climate Change](#) (2021) promotes policy-making, new investments and urban planning that are climate-informed and future-proofed. It also highlights the need to avoid “climate-blind” decisions by recording, collecting and sharing data on climate-related risks and losses among different sectors, including cities.

The [EU Biodiversity Strategy 2030](#) ‘Bringing nature back into our lives’ highlights that the promotion of healthy ecosystems, green infrastructure and nature-based solutions should be systematically integrated into urban planning, including in public spaces, infrastructure, and the design of buildings and their surroundings. The European Commission calls on European cities of at least 20,000 inhabitants to develop ambitious Urban Greening Plans by the end of 2021. The Commission will support Member States and local and regional authorities through technical guidance and help to mobilise funding and capacity building.

To facilitate this work, the EU Urban Greening Platform will be launched, under a new ‘Green City Accord’ with cities and mayors closely collaborating with European Covenant of Mayors. The Urban Greening Plans will have a central role in choosing the European Green Capital 2023 and European Green Leaf 2022.

Beyond EU policy, the UN, national and regional governments provide a supportive framework for urban adaptation. Furthermore, there are various city networks and associations active in Europe that provide capacity building and support on urban adaptation. The [Urban Adaptation Map Viewer](#) on Climate-ADAPT provides an overview of European cities participating in various adaptation initiatives.

Case studies

Multifunctional water management and green infrastructure development in an eco-district in Rouen



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The former industrial area “Luciline” in Rouen, along the Seine river, has been profoundly re-designed into an ecodistrict covering 9 hectares in total and including both climate change adaptation and mitigation solutions. Sustainable living is the core principle of the neighbourhood re-design. Sustainability solutions are implemented in fields playing an important role in climate change adaptation and mitigation, such as energy, water, biodiversity, transport and planning. Measures include a system of small canals connected to the Seine river improving drainage of water from the built environment and open spaces, green areas and tree corridors, a heating and cooling system using groundwater (prior to its release to the Seine River), energy saving measures in buildings, improved access to public transport, easy accessibility of the area by foot and bicycle and compact building planning.

The project for the ecodistrict won a climate adaptation award (Trophées Ademe 2014 “Adaptation climatique et territoires”) and received the official ecodistrict label of the French Department of Sustainable Development. Additionally, the city of Rouen received the label “Territoire à énergie positive pour une croissance verte” from the Ministry of Environment. The development of the area is expected to be completed by 2030, after which “Luciline-Rives de Seine” will serve as a model for other similar operations locally and in the region.

• Case Study Description

- [Challenges](#)
- [Objectives](#)
- [Adaptation Options Implemented In This Case](#)
- [Solutions](#)
- [Importance and Relevance of Adaptation](#)



Date of creation:

2020

Keywords:

Ecodistrict, energy saving, green infrastructure, green roofs, heat island effect, mitigation measures, mobility, revegetation, urban planning, urban sprawl, water drainage

Sectors:

Buildings, Ecosystem-based approaches (GI), Urban, Water management

Climate impacts:

Extreme Temperatures, Flooding, Air quality

Case Study Description

Challenges

Increased heavy precipitation events and the risk of river flooding are some of the key projected climate change impacts in the Atlantic region where Rouen is located. In urban, densely built environments, the risk of flooding is typically amplified by large proportions of impermeable surfaces such as buildings and pavements. These factors put considerable pressure on the urban storm water management systems. ([EEA 2017](#)). Temperatures across Europe are projected to rise by 2.5 to 5.5 degrees by the end of the century under the RCP 8.5 scenario. Rising temperatures pose another threat that is intensified in the urban environment due to the heat island effect. ([EEA 2017](#)).

The main challenge in the implementation of the redevelopment project in Rouen has been its magnitude: the renovation of 9 hectares with multiple ambitious climate change adaptation and mitigation goals and the collaboration of the many involved actors and stakeholders was a complex and extensive mission.

Objectives

The main objective of the project is re-designing and re-developing a former industrial area into a sustainable new neighbourhood, providing residential, office and commercial functions. Sustainability has been considered the core principle of the whole project, expressed in terms of sustainable living, climate change adaptation, integrated water management, renewable energy production, climate change mitigation, sustainable mobility, limitation of urban sprawl, increase of green spaces. As a specific objective, the project aimed at minimising power consumption throughout the process (from construction to management) and giving priority to solutions that minimise maintenance requirements. The project aimed to achieve an official French “Ecodistrict” qualification and to become a “Ville de Demain – Ecocité”.

Adaptation Options Implemented In This Case

- [Adaptation of urban planning: water and energy](#)
- [Water sensitive urban and building design](#)
- [Green spaces and corridors in urban areas](#)

Solutions

The former industrial area, Luciline in Rouen, located along the Seine River, has been re-designed profoundly into an eco-district, including both climate change adaptation and mitigation solutions. The area covers 9 hectares and will include 1,000 new residential units, 30,000 square meters of office space and almost 20,000 square meters for commercial activities. Sustainable living is the core principle of the neighbourhood re-design. Sustainability aspects are implemented by means of energy, water, biodiversity, transport and planning solutions.

Several measures implemented in Luciline eco-district support adaptation to climate change and climate variability. One of the main functions of the implemented water management system, formed by small water canals, is to improve drainage of water after heavy rainfall events. Rainwater flows through the small water canals connected to wide vegetation-covered ditches, then to a greater canal and finally to the Seine river.

The water areas are combined with several green infrastructure elements. Three hectares of green public space have been created around water courses, corresponding to about 30% of the total ecodistrict area of 9 hectares. At the same time, water courses that were previously channelled under the ground have been uncovered to improve connection with green areas and the biodiversity of their banks. Many buildings have green roofs and the city administration is working to improve citizens' access to them. Increased greenery, such as tree corridors, revegetated canals and green roofs will help reduce the urban heat island effect and improve rainwater drainage. Moreover, the total area covered by buildings is limited to 135,000 square meters, in order to create as much open space as possible, thus contributing to the decrease of the urban heat island effect and preventing urban sprawl.

Mitigation solutions focus on renewable energy production and energy saving. An urban network is used for distributing water for heating in winter and cooling in summer. Relatively warm and cold water is provided by 6 sources from the deeper water layers (4-5 meters depth) of the Seine River (aiming to cover 60% of the heat supply). Three boilers powered by gas provide additional heating capacity, when needed. Energy saving is achieved by efficient building performance. The first passive building in the area was delivered in 2014. The rest of the buildings meet or exceed the standards set in legislation.

Moreover, low-carbon transport and mobility is encouraged in several ways. 25 kilometres of quays and pedestrian and slow traffic pathways have been constructed. Additionally, three lines of fast public transport (including dedicated lanes for public transport) connect the neighbourhood with the transport system of the nearby city of Rouen (1.3 km).

Relevance

Case developed and implemented and partially funded as a CCA measure.

THE UTS TOWER

This could be “re-furbished” with a new “SKIN” to make it more “Green” in visually, and Functional “Renewable Technology” products.

Years ago the UTS Sustainable Futures Unit was investigating a “SOLAR WALL on the north face of the TOWER.

And the ONE CENTRAL building opposite was also looking at the same “technology solution” but instead constructed a 35 storey high vertical garden with apartments from circa level 9 to 35.

It is the “Compliance” ? with the Greater Sydney Commission TARGET for a 40% Tree Canopy Cover within the Pyrmont Peninsula that SEEMS hard to achieve.

One Central Park has been popular, but in the pandemic the food Hall in level 3 had less business, so has now closed, and created a SPACE with tables and chairs for SITTING and TALKING and using Lap-Tops

GATHERING PLACES – are there missing “Gathering Spaces??”

I like the Level 3 Food Hall without the food stalls, as I can purchase food items below in Woolworths Supermarket and then travel to level 3 and sit in the “SPACE” that is “Under Cover” so dry on windy days.

THE WIDTH OF STREET WALKING PATHWAYS

Compared to the GEORGE STREET with wider footpaths the Pathways near UTS are “ROO NARROW” for what should be a busy University Campus.

THE PATHWAYS THRU THE STAR CASINO AREA ARE “WIDE WITHIN THE PRIVATE “OPEN SPACE” AREA OR WITHIN THE “Gambling Halls”. BUT the nearby streets often have traditional “Street widths for pedestrians in an industrial area’

SO WIDENING THE WALKWAY and Bike-cycle Pathway thru Harris Street is an option to consider in greater detail.

THE PROPOSED PYRMONT METRO STATION- Is it needed for THE STAR?

- ❖ A Special Levy is proposed for the Pyrmont Metro Station (SIC) but the cost of retro-fitting “Innovative Green Infrastructure” perhaps using the building opposite the UTS .Tower as a “LOCAL BENCHMARK”
- ❖ A special levy for “GREEN INFRASTRUCTURE “COULD BE CONSIDERED IN DETAIL?
- ❖ INCLUDING an special elevated Bike-Path between Sydney CBD and Pyrmont.
- ❖ (modelled on the SNAKE BRIDGE” in Copenhagen, Denmark)
- ❖ -4- As the plans allow for at least 4,000 new residents in the area, why is there no provision for the new schools and medical facilities they will need?
A - The newly -rebuilt Ultimo Public School (which is already full!) will cater for new residents’ children...
5 Why has the Star Casino’s over-sized tower, rejected earlier by the Independent Planning Commission, been restored.
A - This tower is different from the earlier one...
Obviously, we were not satisfied with these responses, although the Planner at our table remained good-humoured, and advised that all community members opposed to the plans should make their objections clear in a submission to <https://www.planningportal.nsw.gov.au/pyrmont-master-plans> before February 4,

THE STAR – and ONLINE GAMBLING in future ? -

The “Destination” potential of the STAR could be argued as “not justified in person” as there is potential to increase online versions of GAMBLING. Its on free to air TV promoting online Gambling on Football Games.

So then refer to the Ultimo Residents Group opinions about NOT HAVING a NEW BIGGER CASINO BUILDING.

THE UTS and BLACKWATTLE BAY – Transport Upgrade?

- ❖ This is more complicated, as there is historical proposals for Light Rail Line Upgrades from Green Square area to UTS area.
 - ❖ The realisation that “DRIVERLESS TRAINS” do not need a NEW SPECIAL TRACK, but can use “Local Communication Technology” to provide the “Driverless Function” ,
 - ❖ But the education that uses both online and in-person training could have meri
 - ❖ THE “DRIVERLESS” train operation is being “assessed in 2022 era” to use conventional Rail that already operates between Central Station (UTS) and Parramatta.
 - ❖ There is also an Battery Electric Bus operating in the Inner West and Talk of changing all NSW Bus Fleet to Battery Electric (8,000).
 - ❖ So having a LOOP from UTS to the FISH MARKETS to WHITE BAY and then to Barangaroo (somewhere) may make sense, but the mode of transport could change along the route.
 - ❖ **As “Driverless Trains” can use normal trains the potential to have a train operating from White Bay to Circular Quay to UTS area and then back to White Bay needs greater “investigation” to find a “Business Case”.**
-
- ❖ The STAR has a LARGE UNDERGROUND car park for people to PARK a car and then walk or Light Rail to Sydney CBD.
 - ❖ But that “remote parking option” use could spread to the Light Rail Line to Eastern Suburbs, and Inner West ? with people driving to INNER WEST from Western Sydney.

❖ **CHANGES**

THE PROPOSED PYRMONT POINT URBAN GROWTH project is “Big Picture” that is supposed to last for 20 years.

1. *So the area has a POTENTIAL TASK to adapt its TRANSPORT NETWORK Of MAIN ROADS.*
2. *The Changes in George Street from Town Hall to Central Station area display a “PEDESTRIANISATION” of GEORGE STREET.*
3. *THIS IS LACKING in the BROADWAY REGIONAL AREA (OR DOWN TO Notre Dame University Campus*
4. *PLUS a “REVIEW” of the HARRIS STREET to reduce the amount of THRU TRAFFIC, and re-direct it into a NETWORK of REGIONAL “BUSY ROADS” or tunnels?*
5. ***The “Squaring of Prince Alfred Park” could be achieved by “Green Infrastructure Project” over the Central Station Rail Corridor. Perhaps funded by a SIC levy on a number of proposed Urban Growth Projects adjacent to Central Station including the proposed Attlissian Hybrid Timber Tower Office Building.***
6. *So this may “benefit” by a “Pedestrianisation” of the Broadway area near UTS tower.?*
7. **THE TECH HUB – an existing carpark building near UTS has applied for conversion to become a TECH HUB, But how this “Benefits” the “Green Infrastructure Targets”?**

MOVEMENT from UTS Tower to North Pyrmont

The USE of Battery Electric Busses is now starting operating within the Inner West, and increasing that mode of Power for all NSW transport Busses is proposed by NSW Govt. (in 2021).

THE Movement from UTS to North Pyrmont should consider the option for WALKING and RUNNING, and then the alternatives of

1. e-scooters and
2. e- bikes and
3. e-cargo-bike options.
4. Bikes with a “Rain-proof roof” option (as proposed in a new regional area in Copenhagen).
5. This may require a “GREEN INFRASTRUCTURE “levy”” to re-locate the existing kerb-side resident parking along Harris Street.
6. This may then “create space” for dedicated safe bike. E-bike lanes.
7. PLUS “DRIVERLESS Mini Vans”?

8. If the THRU TRAFFIC was “redirected off Harris Street – HOW?

9. (is it able to use the WEST CONNEX route from White Bay to the Marrickville area ??

10. Is Harris Street able to have a 2 lane each way bike-cycle Lane Each Way plus space for cars and Trucks? (assuming that kerb-side street parking of cars is re-located to “off-street” solutions.

THE TECH HUB – an existing carpark building near UTS has applied for conversion to become a TECH HUB, But how this “Benefits” the “Green Infrastructure Targets”?

- ❖ THE AUSTRALIAN GOVT – OPPOSITION PARTY (LABOR) has recently advocated for a FAST RAIL from SYDNEY (or Parramatta / Olympic Park Homebush).

- ❖ So the OPTION to have the Higher Speed Rail Line to Access the EASTERN SYDNEY REGIONAL area at WHITE BAY instead of running thru Sydney CBD may have MERIT.

THE WEST METRO –

The scale of both OSLO and Bergen Norway may have a scale that could be “adapted” to the PYRMONT PENINSULA area.

The WEST METRO could be “Reviewed” due to “technical improvements” in Driveless Train technology”. But the proposed “Landmark” can be “reviewed” to work out how it integrates into a “Sustainable Transport Solution” .



Green structure & development

Except for transportation tools, there are areas cooperates for the continuous green structure. Recreation areas, parks, farms and natural land are consisted, with the green corridors and connections link the local communities with their green areas to the surrounding countryside. For business, dwellings and public services at the junctions of the public transport network, there are concentrated development involved. The design of junctions areas is as high quality it is for the urban localities, balancing both the renewal and conservation.



Network of cycle tracks

The main network of cycle tracks is to make the bicycles a most-used and attractive mode of transport. The track is created with the green corridors to follow and also a quick and easy connections between city centre, local urban centres and transport nodes.



Bergen, Norway-

- ❖ Sydney Airport's shareholders have accepted a \$23.6 billion takeover offer, clearing the way for the biggest all-cash deal in Australian corporate history and the airport's departure from the ASX.

- ❖ **Townsville's city centre struggles to revive as planners focus on future of Australian CBD post-COVID**





- ❖ ❖ Provided by ABC Health In Townsville's city centre, many shops sit unoccupied. (ABC North Queensland: Zilla Gordon)
- ❖ Walking down Flinders Street in the tropical city of Townsville, it is hard to believe you are in the heart of a thriving regional capital in the midst of a population boom.
- ❖ There are vacant storefronts, cafes with no customers — and foot traffic is scarce.
- ❖ Academics say this city isn't an outlier, but the norm as the way Australians are using CBDs is changing.
- ❖ **CBD not attracting big-name retail**
- ❖ Real estate agency Knight Frank's Craig Stack said Townsville's commercial vacancy rate was relatively high, sitting at about 20 per cent.
- ❖ He said historically, in regional Queensland, big-name retailers were located further out of the CBD.
- ❖ "I'd go one step further and say we're now seeing that [trend] in the metro capital cities CBDs where those high streets aren't attracting the same type of retailers," he said.
- ❖ "The cost for rent in city centres, including in Townsville, is lower than in a shopping centre ... because there's less foot traffic."
- ❖ But Mr Stack said if Townsville wanted to revitalise its town centre, more people had to live in the CBD.
- ❖ "For people living in new developments outside of the city centre, their need to go to the [CBD] other than [for] work ... is going to be minimal," he said.
- ❖ "It's common throughout regional Australia to see that drift away from city centres occurring, and the [cities] that are reversing that drift are the ones that are focussed on peopling living in [the CBD]."
- ❖ **Is the CBD dead?**
- ❖ Associate professor for urban planning at the University of Melbourne, Crystal Legacy, said the question of whether the CBD was dying was on a lot of planners' minds.

- ❖ Dr Legacy said future planning policy needed to reflect people's changing living and travel patterns, with more people shopping at their local main street rather than heading into the city centre.
- ❖ "This sets up a tension between neighbourhood-based commerce versus CBD-based trading," she said.
- ❖ And while some cities, like Townsville in north Queensland, have previously offered free parking to draw people into town, Dr Legacy said it wasn't a long-term solution.
- ❖ "Most people are travelling into the city by themselves," she said.
- ❖ "We should make sure we've got good quality public transport, bike lanes and pedestrian footpaths, so people feel comfortable walking in cities."
- ❖ **Different role for CBD in the future**
- ❖ And as to the future of city centres in Australia, Dr Legacy said it was very much a live question.
- ❖ Dr Legacy said billions of dollars were currently being invested in infrastructure in Melbourne. But, in future, city buildings might be used for social opportunities like co-working spaces or cultural centres.
- ❖ "I don't think we're going to see a situation where we're decommissioning these assets," she said.
- ❖ "Perhaps the CBD will play a different role in our lives.
- ❖ "CBDs could play an increased role in terms of cultural and social capital and bringing people together for festivals and exhibitions, rather than just commerce and work, more generally. "
- ❖ **Balancing act between suburbs and city**
- ❖ In Townsville, the CBD contributes more than \$1 billion annually to the region's economy, but after two years of navigating COVID-19, the council is trying to get people back into town.
- ❖ Townsville councillor Ann-Maree Greaney said it was a balancing act between encouraging locals to support their neighbourhood coffee shops as well as businesses operating in the town centre.
- ❖ "Across the board, we have found for every dollar spent in the city, there's about \$1.40 circulated back into the community."
- ❖ With shops sitting empty, Cr Greaney said the council was offering incentives to businesses to keep their shop fronts in good nick.
- ❖ The council is currently offering grant funding for 50 per cent of eligible costs to modernise buildings of up to \$30,000 per project.
- ❖ Cr Greaney said a council-run market on Sundays had been successful in drawing weekend crowds.
- ❖ "We have a lot of people come in to buy their produce from the markets every week religiously," she said.

