





Part Nine

Woden District Strategy

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1. Metropolitan and district context

Woden District is located towards the southern part of the city (Figure 1). While the district has a relatively small population, it contains the Woden town centre, which is a major hub for employment, community facilities and transport for Canberra's south side. Canberra Hospital in Garran is another significant employment location (Figure 2).

Woden District has the opportunity for positive transformation from the future extension of the light rail network linking the City Centre to Woden. The future light rail corridor will support public transport-focussed development that can leverage other positive community benefits and changes. Woden has a slightly older age profile than many of the other districts; however, this is expected to change over time with demographic shifts, population growth and increases in higher density dwelling types.

The district strategies are planning documents and therefore include planning terminology. See the glossary at Volume 5 for definitions of planning terms.

Figure 1 : Woden District context in the city

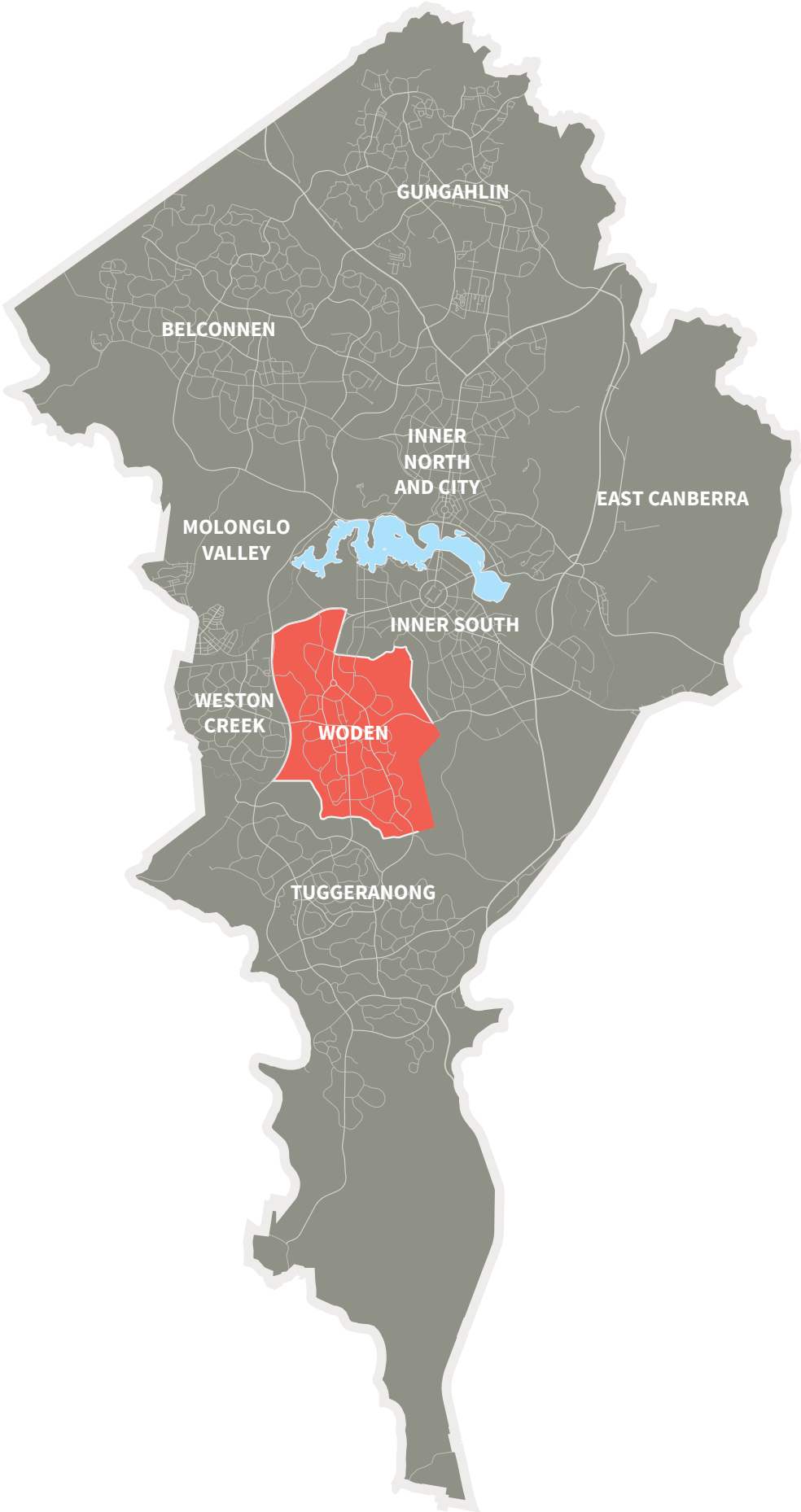
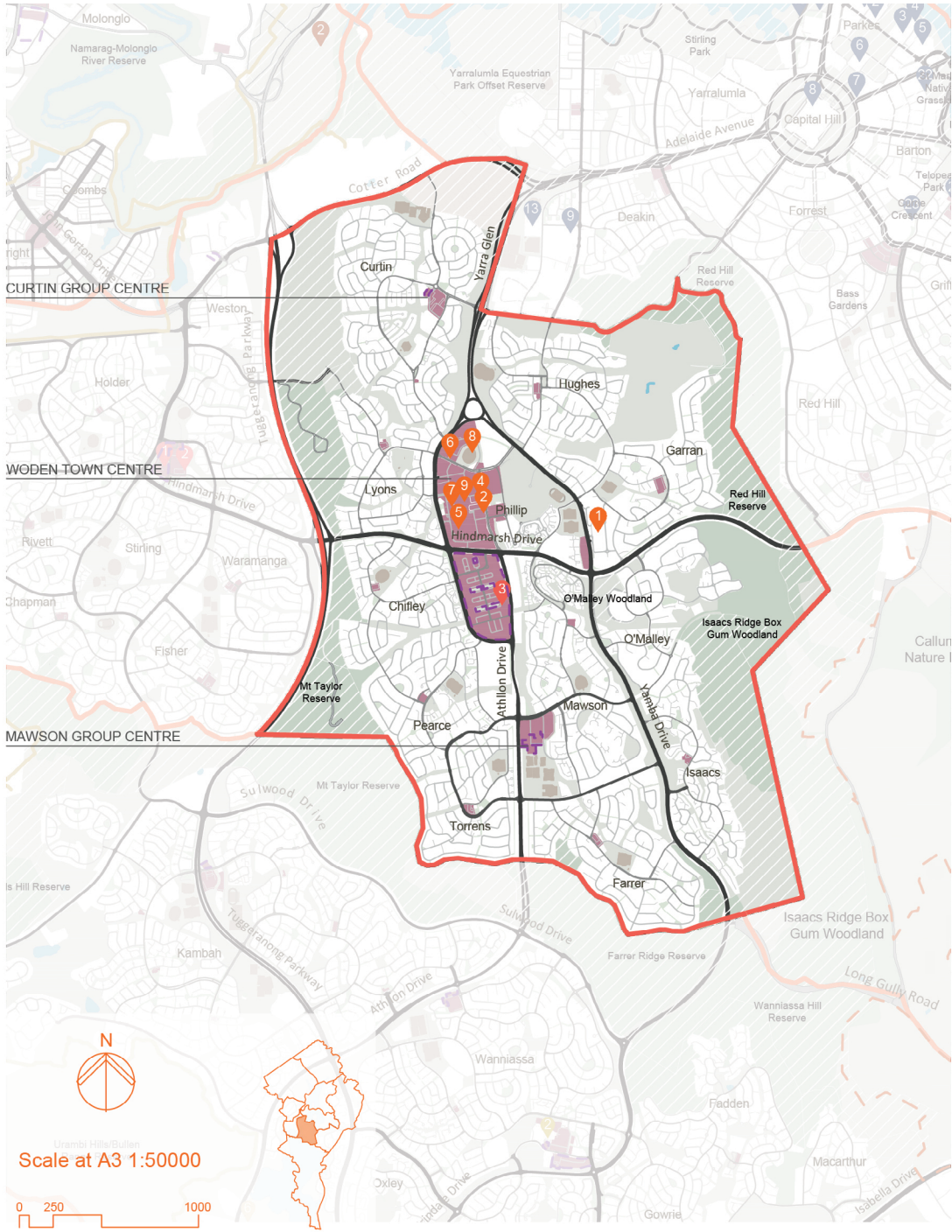


Figure 2: Woden District context



Legend

-
- District boundary
 Open space
 Nature reserve
 Water bodies
 Sportsfields
 Designated area under National Capital Plan
 City/town/group/local centre and other commercial areas
 Industrial/service trades
- Road hierarchy
- High Low

Destinations

- 1 Canberra Hospital
- 2 Future Canberra Institute of Technology
- 3 Phillip Service Trades Area
- 4 Woden Bus Interchange
- 5 Phillip Community Health Centre
- 6 Phillip Swimming and Ice Skating Centre
- 7 Woden Library
- 8 Phillip Oval
- 9 Woden Shopping Centre

What people value about the Woden District

Since the original Griffin Plan, the ACT was set out with a City Centre and districts. As each district developed, it took on its own distinctive character; a character that is valued by its residents. As the district continues to evolve as part of a modern sustainable city, the district strategy will guide development through the lens of the district's defining characteristics.

The community has played a vital role in the development of the district strategies. This district strategy is shaped by the views of the people who live and work in, or frequently visit, the Woden District. Community engagement began in 2019 and continued in 2021 with district planning workshops that identified what people want for their district. Consultation on the draft district strategies from November 2022 to March 2023 offered further opportunities to comment on the important values and direction for this district. (See Volume 4 – Background Material).

Across Canberra, the most valued things are natural space, liveability and diversity of lifestyle choice. Canberrans value the need for the city to become more sustainable and compact while getting the right balance between community, environment and economic needs.

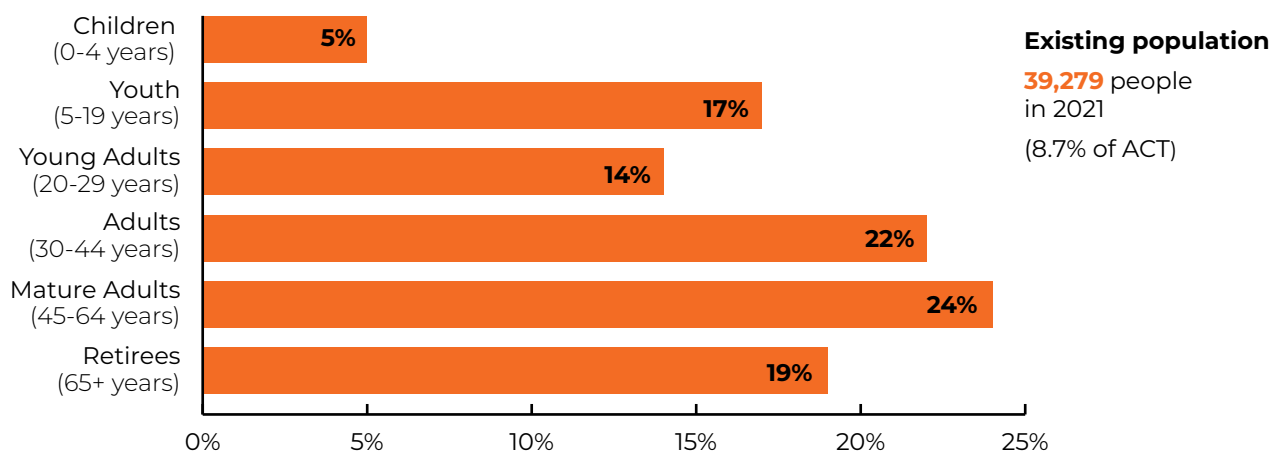
There is much to value in Woden District that makes it a great place to live and visit. Throughout community engagement, the government heard residents particularly value:

- the Woden town centre, which is a major hub for employment, community facilities and transport servicing Canberra's south side
- Woden Plaza – Westfield
- the ridgeline profile, hills and vistas
- the green open space, shared green space in the suburbs, such as Eddison Park
- nature reserves including Mount Taylor, Isaacs and Farrer ridges
- foot and cycle paths that connect the district and beyond
- the Phillip Pool, ice-skating rink, basketball courts and skate park
- great local shops including those at Curtin, Garran and Mawson
- the Radburn layout of part of Curtin, with its pedestrian-friendly housing facing onto shared green space with no back fences
- the futuristic design of Callam Offices with three elevated octagonal elevated pods
- the Woden Flood Memorial to commemorate lives lost in the 1971 flood
- spaces that cater for different groups
- aged care facilities in places that are accessible to shops, public transport and a variety of services.

District snapshot – current and future

Woden District population

Figure 3: Age profile, 2021



Woden District housing

Figure 4: Housing types, 2021 – proportion of dwellings

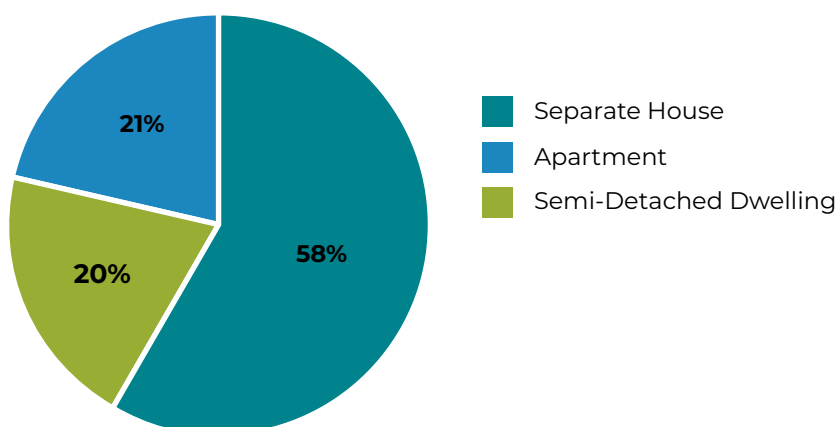
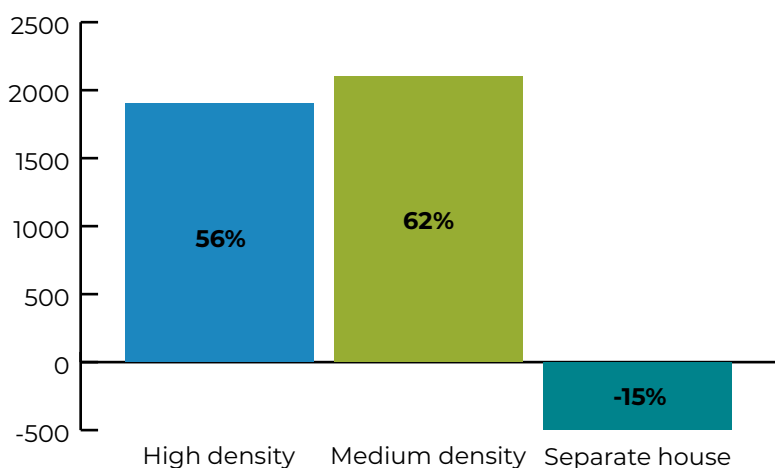
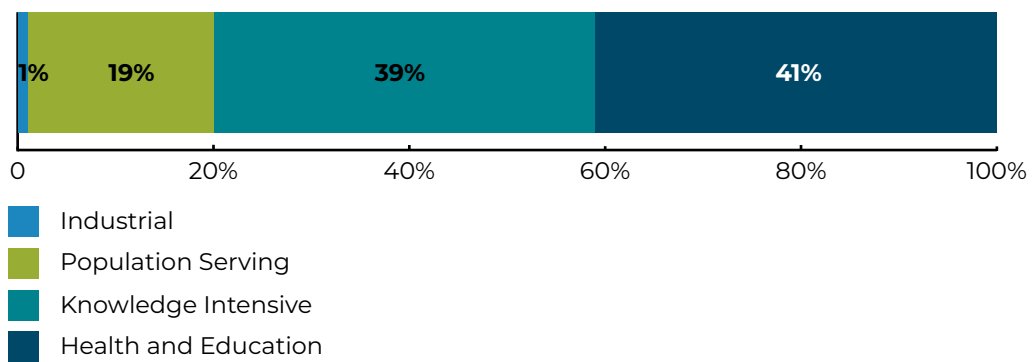


Figure 5: Potential future housing demand based on population projections – additional dwellings (2050)



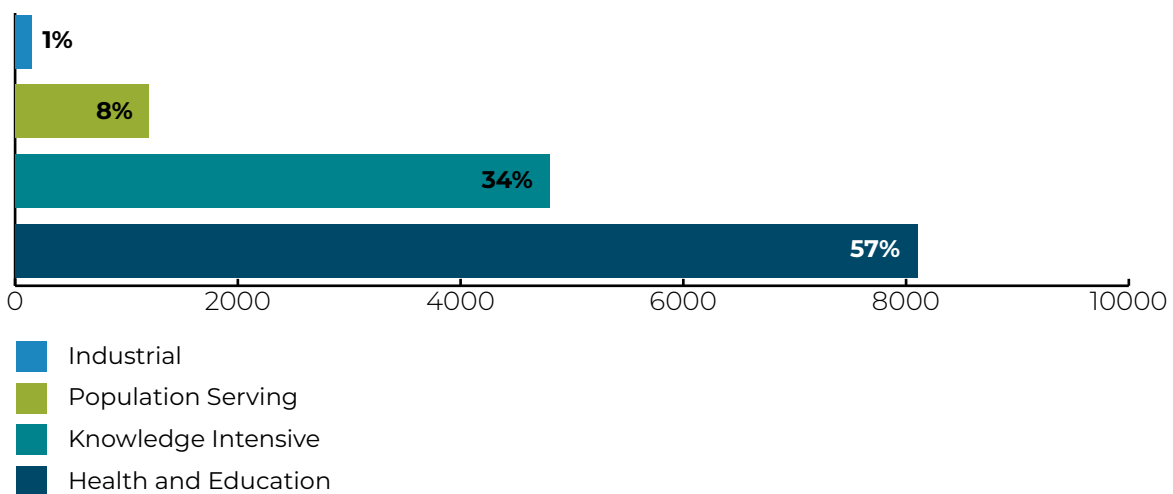
Woden District employment

Figure 6: Proportion of jobs by industry type, 2021



27,140 jobs in 2016 (10% of ACT)

Figure 7: Potential future employment – additional jobs 2050



Opportunities and challenges for gradual transformation

Transforming Canberra for a growing population

Canberra will be a city of about 695,000 people by 2050. As at 2021 Woden's population was 39,279 (Figure 3). Over the next 25 years this population will continue to increase. The district strategies are strategic planning documents designed to guide this growth, so Canberra maintains its distinct character and is still a great place to live.

The ACT has only a limited amount of available land left for new suburbs. Future growth will mean gradually transforming current suburbs to use the city's finite land more efficiently and effectively. This means increased density. Quality can come with quantity. Excellent social, economic and community benefits can flow from 'density done well'. Increased density is not all high-rise towers, although that is appropriate in some locations; part of the solution is introducing more townhouse and terrace house options that suit the needs of people at different stages of life.

The challenge: to find ways to accommodate more people, from all walks and stages of life, while improving the already good liveability of our suburbs.

The opportunity: to plan for development that includes quality public spaces, great infrastructure and transport connectivity that incorporates active transport. Improving liveability means taking the opportunity to plan 'people places'. People places are places that are pedestrian friendly, environmentally sustainable, and contain a mix of uses – housing, offices, cafes, restaurants, shops, arts and culture, health centres and schools. They are places where people can live near their workplace and socialise with each other in vibrant, thriving and inclusive settings.

The key is good quality urban design with mixed uses. Diverse housing options, including social and affordable housing, must be located in a wider environment that provides access to services and facilities that support accessibility to work, public transport, green spaces, social connection, retail, health services, community and cultural facilities.

Natural features, connections and heritage

Woden District is bordered by the environmental features of Oakey Hill, Red Hill, Mount Mugga, Mount Taylor, Farrer Ridge and Issacs Ridge nature reserves. It includes important areas of threatened ecological communities and threatened species such as Pink-tailed Worm Lizard, Perunga Grasshopper, Button Wrinklewort, Small Purple Pea, Hoary Sunray, Little Eagle and Superb Parrot.

Yarralumla Creek, the major watercourse through the district, is adjacent to Yamba and Athllon drives and an important riparian corridor. Given the proximity of Yarralumla Creek and the built-up nature of the town centre and Mawson group centre, there is potential for flooding in some areas; this will be managed with drainage system improvements according to the principles of water sensitive urban design. Exploring opportunities to integrate Yarralumla Creek into the blue-green network could also provide opportunities to improve ecological connectivity and amenity value between core habitat areas in Red Hill and Oakey Hill nature reserves, as well as between the Molonglo River corridor to the north of the district through to Mount Taylor and Farrer Ridge nature reserves to the south. As this corridor also presents significant opportunities for transport infrastructure upgrades (including light rail) and increased density of residential dwellings, biodiversity sensitive design principles should be applied to manage conflicting land-use priorities along these important landscape features.

As an older district, many suburbs are characterised by larger blocks and higher tree canopy cover (all suburbs except Phillip had more than 25% canopy cover in 2020), contributing to the broader blue-green network and green space corridors between suburbs. During hot weather, Woden has suburbs that are hotter than average (e.g. Pearce) and cooler than average (e.g. Hughes). The commercial areas of Woden town centre and Mawson group centre are notable 'hotspots'.

The district includes several areas of heritage significance including Aboriginal cultural sites, Woden Cemetery and the Swinger Hill Cluster Housing precinct.

In addition, the Radburn precinct is an important historic character element of Curtin. The Radburn concept was an innovative town planning initiative for the design of new residential areas in the 1960s and 1970s, based on a model used in the community of Radburn in the United States. It emphasised a pedestrian-friendly design where homes faced onto shared green space with no back fences. Local shops and schools could be reached using paths and underpasses without crossing a road, reducing reliance on private vehicles.

Employment hubs and economic activity

The primary economic hubs in the district are the Woden town centre (including the service trades area of Phillip to the south) and the Canberra Hospital precinct in Garran, which includes the National Capital Private Hospital and allied health services. The government will invest in the redevelopment of the Canberra Hospital campus is currently undergoing a significant expansion and will include a new Critical Services Building.

The town centre has seen significant change in recent times with fluctuations in office-based employment, influenced by movements in the Australian Public Service, and many new higher density residential developments. The redevelopment of the bus interchange on Callam Street to accommodate the future light rail interchange adjacent to the new Woden Canberra Institute of Technology (CIT) campus is an important project for the district.

The town centre is an important hub for residents in other districts on the south side, particularly the Inner South and Weston Creek, as these districts do not have their own town centre. Directly south of the town centre, the Phillip service trades area is a critical component of a diverse economy, providing a wide range of light industrial, service and related activities to serve the surrounding district.

With the presence of the hospitals and office employment in the town centre, health and education (41%) and knowledge intensive (39%) sectors make up the largest shares of employment for the district (as of 2021) (Figure 6).

Woden District has two group centres with largely population serving uses – Curtin to the north and Mawson to the south – and nine local centres in the suburbs. The group centres are close to the future light rail corridor and could be a focus for future revitalisation and renewal.

Transport and travel

Woden is currently serviced by several rapid bus connections – northbound to the City Centre, southbound to Tuggeranong and connecting through to the Inner South. Local routes operate regularly through the suburbs and more frequently to the employment centres of Barton and Russell on weekdays.

The public transport network will be significantly enhanced with the introduction of light rail, which will run down the centre of the district into the town centre and, in future, is planned to Tuggeranong.

Due to the linear nature of the district, public transport needs to focus on east–west connections, including between the town centre and Canberra Hospital as the district’s main employment hubs, and the two north–south corridors of Melrose and Athllon drives and Yamba Drive. Some areas experience high levels of road congestion at peak times, including Hindmarsh Drive, which caters to Woden residents and people travelling from Molonglo Valley and Weston Creek into the inner south and other parts of the city.

Improvements to active travel connections into and around the town centre are occurring and will be included in planning for light rail.

Community facilities and local and group centres

Woden District has a diverse range of existing community facilities. These are primarily concentrated around the town centre, with childcare, schools, sports fields and places of worship dispersed around the suburbs. Due to its central location, facilities in Woden also service residents from nearby districts.

Future population growth around the light rail corridor will require new and expanded capacity for community and recreational uses to support the community and address existing demand gaps. Some facilities in the district are older and may require upgrades to meet future needs.

While most of the district's group and local centres are functioning well, infrastructure at group and local centres is ageing and there are opportunities for renewal.

Curtin local centre contains a single use and may not be currently functioning as a local centre, even though it is zoned CZ4 Local Centres under the Territory Plan. Its future and zoning will be a matter for consideration as part of a detailed study of ACT local centres and retail planning (Vol 3 Indicative Implementation Plan refers to this work).

Housing and affordability

As Woden was mostly developed in the 1960s and 1970s, much of the district has a low-density suburban character, with culs-de-sac style development, particularly at the outer edges. As such, separate houses remain the predominant dwelling typology in Woden District, accounting for 58% of dwellings in 2021.

However, this share has declined from around 70% in 2016, indicating a substantial shift in the types of housing emerging in new developments. This has particularly been the case with higher density apartment developments being delivered around in and around the town centre.

Woden has one of the higher shares of dwellings in semi-detached or medium density housing types – around 20% in 2021 compared to 17% across the ACT.

New housing in the district is likely to continue to be of medium and higher density housing forms, particularly catalysed by new development around the future light rail corridor and the town centre. Most of the district ranks highly in terms of suitability for housing, particularly around the central spine and the town and group centres.

Sites identified on the ACT Indicative Land Release Program (ILRP) for the district are expected to contribute to new dwelling supply as well as retail, entertainment and office space in the town centre and key urban intensification areas.

As of 2021, Woden District has one of the lower percentages of rental households in housing stress, 19.4% compared to 23% across the ACT.

2. District Strategy for Woden

Vision for 2038 and beyond to 2050

In 2050 Woden, the district will be transformed by the presence of light rail along Yarra Glen, Callam Street and Athllon Drive, forming a central corridor for public transport, active travel and transport-oriented development. Other enhancements to the rapid transport network will support greater connectivity to nearby districts including Weston Creek and Molonglo Valley. A mix of new housing will be enabled by improved accessibility, related investments in public spaces and urban improvements including new community facilities and services for new residents.

Connectivity corridors between the district's nature reserves will be prioritised and enhanced for threatened species while opportunities will be explored to integrate Yarralumla Creek into the blue-green network. Planning will consider improving tree canopy cover, retaining and enhancing open space and making sure the leafy character of areas is maintained with new developments. Environmental enhancements and new urban development will be designed – and reimagined – with Ngunnawal Country at their heart.

With the catalysing presence of light rail, the Woden town centre will be revitalised as a mixed residential and commercial hub with an educational focus built around the Canberra Institute of Technology. It will be a busy centre with more people living and working in and close to the town centre. There will be improved amenity through greater tree canopy cover, access to city parks and upgraded public spaces.

The Canberra Hospital campus will be a major health centre for the ACT and region. Its growth in health services, research, training and development will further develop the knowledge economy strengths of the district.

The Curtin and Mawson group centres will support more jobs for the district, building on enhanced accessibility from the light rail corridor. Local centres will thrive as strong community hubs supported by increased numbers of residents nearby.

District strategy plan

The Woden District Strategy Plan (Figure 8) highlights the key structural elements and directions for the district based on each of the five big drivers (see Volume 1 and below). The district strategy plan highlights the following elements (though for some districts not all elements are relevant or shown in the maps):

- Current and possible future blue-green values and network connections
- Current and proposed new transport corridors and links, and others for strategic investigation
- Centres and locations requiring a particular focus on economic development and employment
- Existing and future proposed group and local centres that are a focus for consideration of planning and non-planning initiatives to support their ongoing viability and role as a community meeting place (with the centres to be confirmed through further investigation)
- Any new or future proposed community and recreational facilities
- Sites and precincts that are identified for future development through existing estate development planning, the Indicative Land Release Program or development proposals; they include an estimate of the number of dwellings they may deliver.

Figure 8: Woden District Strategy Plan



Legend

- District boundary
- Blue-green network
 - Urban open space
 - Urban ACT ecological network
 - Sensitive ecological communities
 - Protected conservation area
 - Water bodies
 - Sportsfields
- Economic access and opportunity
 - Economic and employment focus
 - City/town/group/local centre and oil
 - Service trades/Industrial
- Innovation precinct
- Local centre
- Group centre
- Land zoned CZ4 - Local Centre but functioning as a local centre
- Strategic movement
 - Proposed light rail corridor
 - Potential future light rail corridor
 - Current rapid transit corridor
 - Current principal active travel route
 - Current main active travel route
 - Future main active travel route
 - Strategic investigation corridor
- Note: Future light rail route to be determined through feasibility investigation
- Sustainable neighbourhoods
 - Key sites and change areas
 - Category 1 - Change could happen within 0-5 years
 - Category 2 - Change could happen within 0-10 years
 - Category 3 - Change could happen within 0-15 years
 - Key Site
- Inclusive centres and communities
 - New community and recreation facilities
 - Possible centre initiatives

Change areas and key sites

The Woden District Strategy Plan (Figure 8) identifies change areas and key sites that may be suitable for a range of residential and non-residential uses, and what might be needed to support that change.

It is important to note that district strategies do not regulate uses, nor do they zone or rezone land. Identification of sites in this section are subject to planning investigations including environmental, heritage, land use and other assessments. The outcomes of the work undertaken through the district strategy initiatives will inform future Territory Plan amendments. These are statutory processes that involve supporting reports and necessary assessments to make available land that is 'planning ready' in a clear and coordinated way.

The change areas are included in three categories based on current knowledge of the individual sites and their immediate surrounding areas in terms of:

- proposals by Government and/or the private sector including Territory Plan variations
- sites identified in the indicative land release program for future development
- ongoing estate development planning in greenfield areas
- a range of new sites required to meet projected population, housing demand, employment locations, community facilities, services, sport and recreations uses and retail commercial and entertainment opportunities.

Change areas and key sites may shift between categories in response to new information from existing and ongoing projects or where there is need to stimulate development to meet community needs. In this regard, some projects may 'move' from one category to another depending on progress and timing. This would include projects that respond to housing demand, affordability and diversity including missing middle housing. In other situations, some projects may be delayed pending submission of documentation from external proponents or the Commonwealth Government. For some projects, initial site investigations might identify the need for more detailed investigations or specific studies. This is standard practice and highlights the iterative nature of planning for growth and change.

- Category 1 (Figure 9) – Change areas where detailed planning can proceed, consultation needs to occur, and change could happen within 0–5 years.

Category 1 change areas have been identified in the district strategies because they have either been confirmed by Government for future development or have well-progressed proposals that have been determined to have strong planning merits.

The Woden category 1 change areas include a Territory plan amendment at the Federal Golf Course and the new CIT project at the Woden town centre.

- Category 2 (Figure 10) – Change areas where detailed planning can proceed, consultation needs to occur, and change could happen within 0–10 years.

Category 2 change areas include sites that may have current conceptual high-level planning proposals or for which there are potential planning merits. Further planning and investigations are required to determine the development that could occur in these locations. Having regard to the five drivers and the need for infrastructure and services, it is noted that these change areas may not result in development across entire sites.

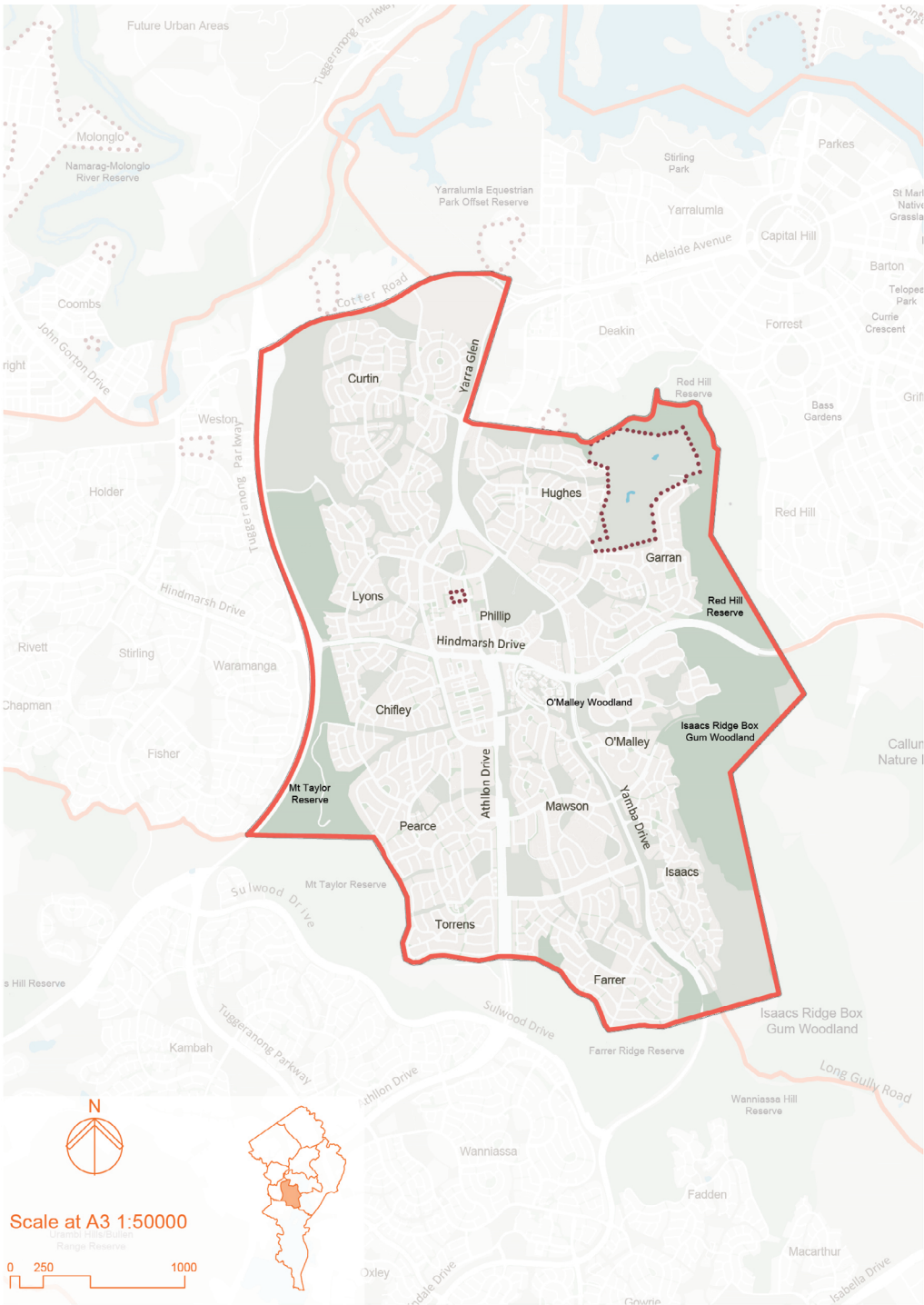
The Woden category 2 change areas primarily relate to planning for growth and change along the future light rail corridor from the City Centre to Woden and along the Athllon Drive corridor.

- Category 3 – Change areas where detailed planning can be considered, consultation needs to occur, and change could happen within 0–15 years.

Category 3 change areas may be considered for future development, but require extensive further investigation, analysis and feedback to determine their suitability for development. These change areas also identify some sites that are part of ongoing development through an existing program or plan. Having regard to the five drivers and the need for infrastructure and services, it is noted that these change areas may not result in development across entire sites.

There are currently no category 3 change areas or key sites for renewal in Woden District.

Figure 9: Woden – Category 1 change areas map

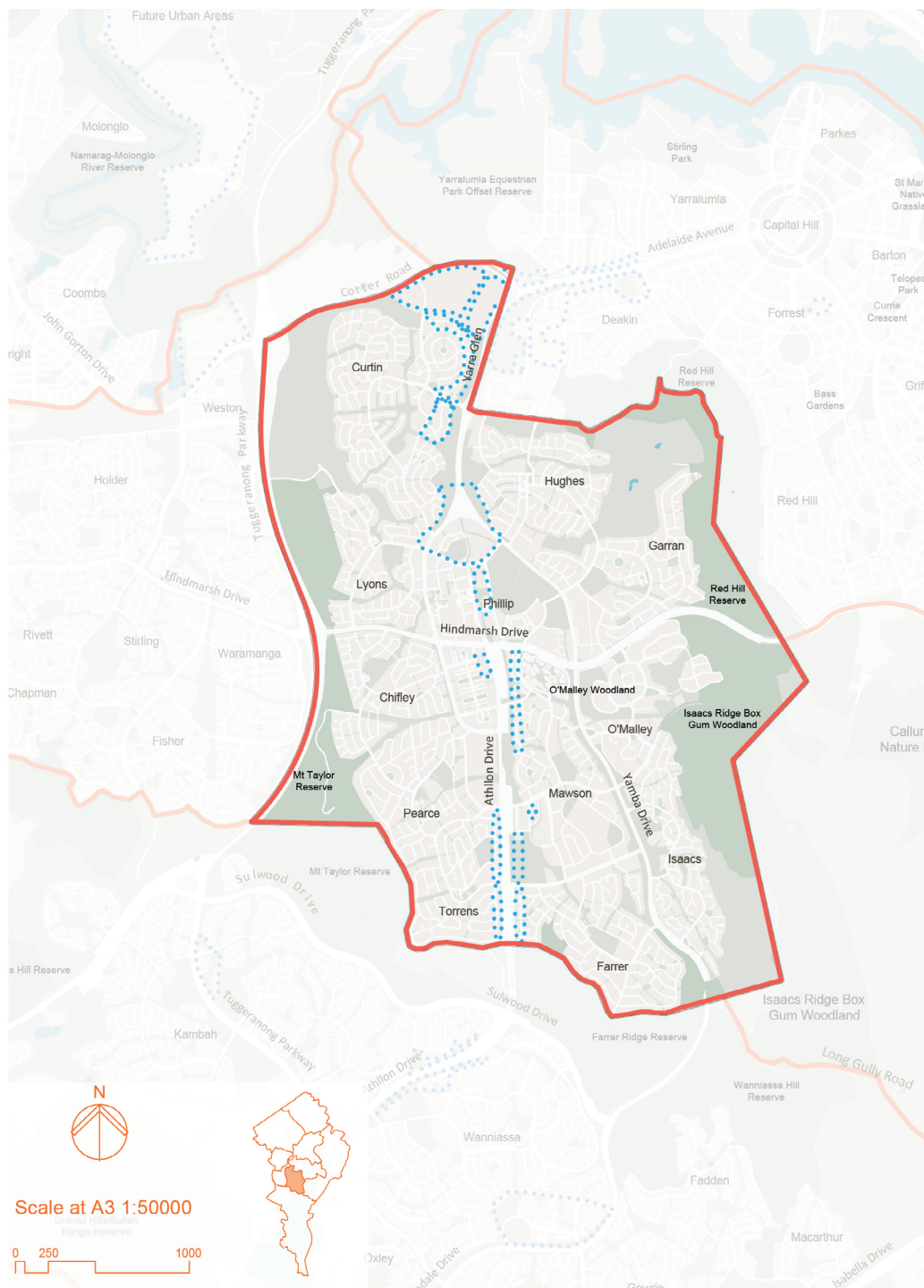


Legend

- District boundary
- Open space
- Nature reserve
- Water bodies

- Sustainable neighbourhoods**
- Category 1 - Change could happen within 0-5 years
 - Category 2 - Change could happen within 0-10 years
 - Category 3 - Change could happen within 0-15 years

Figure 10: Woden – Category 2 change areas map



Legend

- District boundary
 - Open space
 - Nature reserve
 - Water bodies
- Sustainable neighbourhoods**
- Category 1 - Change could happen within 0-5 years
 - Category 2 - Change could happen within 0-10 years
 - Category 3 - Change could happen within 0-15 years

Potential urban regeneration areas

New land releases and the redevelopment of large brownfield sites will not provide enough housing to cater for the projected growth in the population to 2050. Housing density in existing suburbs will need to increase over time through potential urban regeneration areas. This will involve more housing options in accessible locations such as around centres and along key transit routes, as well as more low-rise 'missing middle' type houses such as town houses, dual occupancies, duplexes and triplexes, co-housing, and terrace houses within existing suburbs.



Initial investigations have been undertaken to identify the potential suitability of different parts of Canberra for future increased housing density and diversity. A desktop analysis assessed all parts of the ACT against proximity to retail centres, public amenities and public transport nodes, the three important elements of medium-density areas to ensure continued liveability in these areas. The results of this work are detailed in Volume 4 – Background Material.

In the future, there will be need to undertake further investigations into potential urban regeneration areas that may be suited to redevelopment for housing. Investigations would include consideration of a range of matters such as existing character, heritage and environmental values, natural hazards, the practicalities of redevelopment and available infrastructure. Any areas being considered for rezoning to a higher density would involve community engagement.

5 big drivers, 10 targets and key directions

The following key directions for the 5 big drivers and 10 targets highlight the future vision for Woden District. The targets are set in Volume 1 with a detailed explanation.

5 big drivers	10 targets	Directions for Woden
 Blue-green network <p>A protected network of natural and semi-natural areas is vital in providing clean air, water and visual amenity to suburbs, serving as native plant and animal habitat and supporting liveability and community wellbeing. The network supports land uses that protect and enhance ecosystem function, maintaining intrinsic cultural value and capacity to mitigate current and future climate risks.</p>	<p>More nature and water retention in the city.</p> <p>Expand liveable blue-green network connections.</p>	<p>Protect and enhance heritage places and habitat for threatened species and their connectivity with green corridors and nature reserves including Mount Mugga, Oakey Hill, Red Hill, Mount Taylor and Farrer Ridge.</p> <p>Explore opportunities to integrate Yarralumla Creek into the blue-green network including potential for wetlands and incorporate water sensitive urban design.</p>
 Economic access and opportunity across the city <p>Selected major economic hubs and group and town centres across Canberra are a focus to strengthen the city's role in the national economy, but also to provide greater economic diversity and expanded access to employment opportunities for residents.</p>	<p>Improve economic opportunities in districts with a shortage of jobs.</p> <p>More jobs accessible to home.</p>	<p>Develop Woden town centre as an educational and commercial hub, building on the Canberra Institute of Technology and the transformational potential of the future light rail connectivity and new residences.</p> <p>Develop the economic and employment roles of Curtin and Mawson group centres based on their improved connectivity to the future light rail corridor.</p>
 Strategic movement to support city growth <p>The developing public transport network provides access to employment centres and is a focus for future high quality infill development. The road network increasingly provides for multiple travel modes as well as dedicated movement corridors for private/public and commercial vehicular traffic. Land-use planning will be informed by transport planning and traffic modelling to address existing and potential traffic and parking issues.</p>	<p>Reduce car dependence.</p> <p>More active transport.</p>	<p>Plan for and deliver light rail from the City Centre to Woden, as the central spine of the public transport network in south Canberra.</p>

5 big drivers	10 targets	Directions for Woden
 Inclusive centres and communities <p>Group and local centres provide accessibility for active travel and walkable access to daily necessities for surrounding communities. Possible centres are identified for investigation of appropriate planning and non-planning initiatives to support their ongoing viability and role as a community meeting place. This could include communities where social stresses may be in evidence. The actual centres are to be confirmed through further analysis. In addition, new community facilities support growth and underpin wellbeing across Canberra.</p>	<p>Greater activation of group and local centres.</p> <p>Improved community wellbeing.</p>	<p>Consider the role and function of existing group and local centres which may include Curtin, Lyons and Mawson. Depending on the results of this consideration and whether further action is required, investigate planning and non-planning initiatives to support centre viability and role as a meeting place.</p> <p>Deliver new community facilities aligned with urban improvement to address existing gaps in provision and support future residential growth.</p>
 Sustainable neighbourhoods <p>New residential development is of a height and density appropriate to neighbourhood characteristics and amenities, provides a mix of housing types and is a means for sustainable transformation, including enhanced active travel and walkability and better connections to centres, net zero emissions initiatives, and social and affordable housing.</p>	<p>Greater housing choice and affordability to meet community needs.</p> <p>More inclusive and fair communities.</p>	<p>Deliver urban transformation and support new sustainable communities linked to the future light rail corridor between Curtin and Mawson.</p>

3. Initiatives for the five big drivers

A series of initiatives will support delivery of the directions of the Woden District Strategy. The initiatives are related to each of the five big drivers and their associated planning objectives. The following sections document these initiatives under each big driver, and their implementation through 12 pathways:

1 Blue-green network preservation and expansion

Maintain and enhance a protected network of natural and semi-natural areas to support liveability, cultural values, biodiversity conservation, climate adaptation and resilience, and community wellbeing.

2 Detailed planning for future housing and employment

Undertake further analysis, research and investigations to inform more detailed planning for future employment floorspace and housing.

3 Territory Plan – applying urban character and design principles

Make changes through the statutory planning system and Territory Plan, such as rezoning or implementation by district policies or zone policies.

4 Transport and land-use integration

Integrate land uses in planning for infrastructure projects like light rail and transport network development.

5 Employment and economic focus areas

Select centres to be a focus for enhanced economic development and employment outcomes through targeted planning and policy initiatives.

6 Establish new innovation precincts

Enhance the economic contribution of geographic areas where high value industry, research, health and education institutions and elite institutions are clustered together by enhancing physical and networking connections through targeted planning, asset development and management, and coordination initiatives.

7 Group and local centres initiatives

Provide targeted interventions to address declining group and local centres in established urban areas including some centres where socio-economic indicators are below the Canberra average.

8 City making and urban improvement

Develop key precincts to contribute to remaking the city through ‘urban improvement’, which means improving streets and public domain with more connections and greenery to encourage active travel and walking and enhance local liveability.

9 Facilitate the net zero emissions transition

Provide the infrastructure needed to deliver the transition, as well as supporting and encouraging building owners and development proponents to transition.

10 Integrated infrastructure planning

Integrate planning and delivery of infrastructure to support growth, including civil infrastructure, environmental upgrades and management, and community and recreational facilities.

11 Investigate an innovative approach to facilitate comprehensive redevelopment

Investigate a new ‘urbanising agent’ or governance models to facilitate significant redevelopment and urban improvement.

12 Social and affordable housing contributions

Investigate future initiatives to support increased social and affordable housing in Canberra.

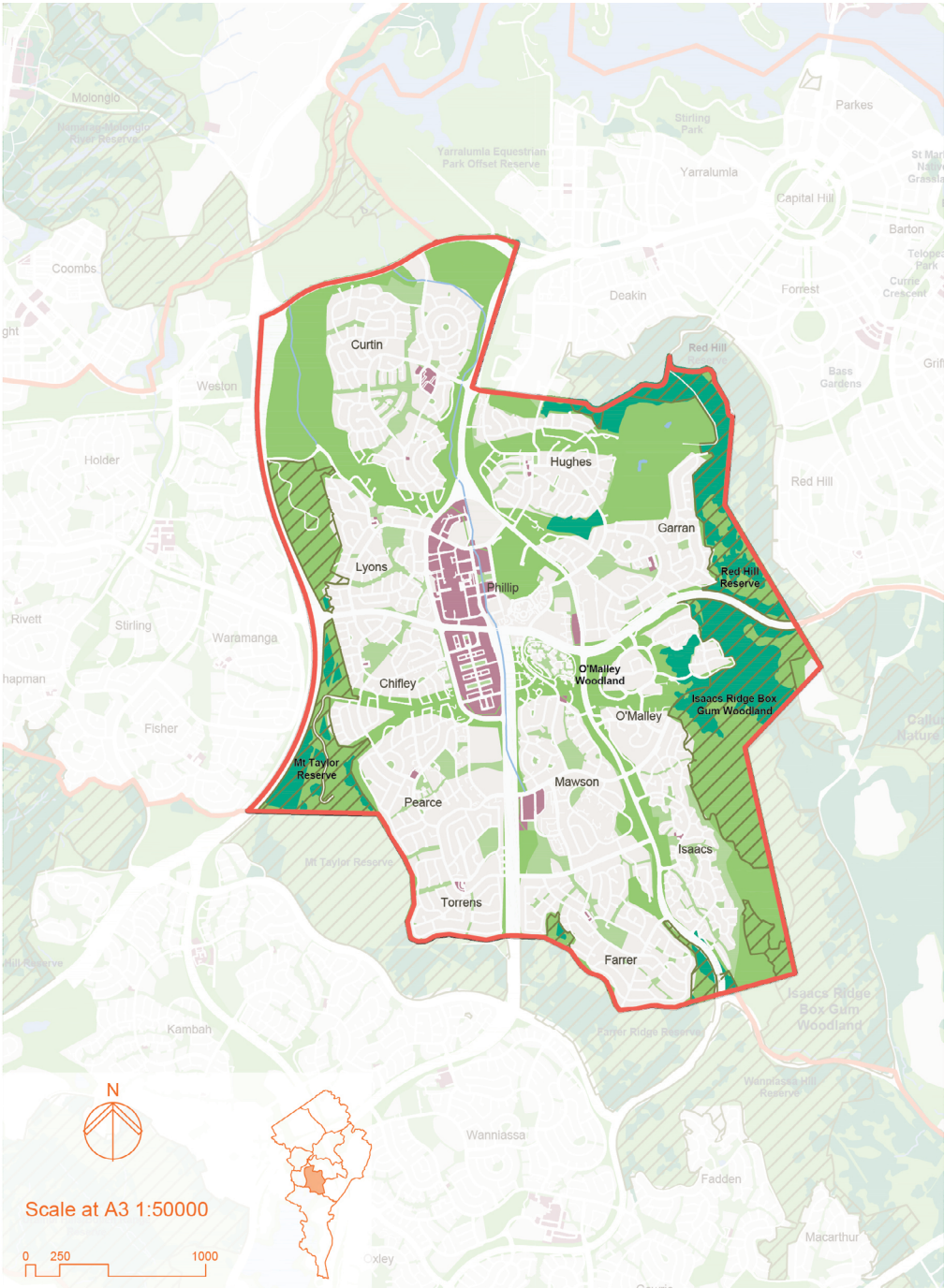
While some initiatives are already planned or underway, the potential timing for delivery is shown, based on the following indicative timeframes:

- Short term – next 5 years
- Medium term – next 10 years
- Long term – next 20 years
- Longer term – 20+ years
- Ongoing – action has commenced and is progressing as part of a rolling or continuing commitment.

Further details on implementation are provided in Volume 3 – Indicative Implementation Plan.

Blue-green network

Figure 11 – Woden – Blue-green network



Legend

- District boundary
- City/town/group/local centres and other commercial areas
- Water bodies
- Creek lines
- Sensitive ecological communities
- Urban open space
- Urban ACT ecological network
- Protected conservation areas

As redevelopment occurs in Woden District, careful consideration will be given to plan and enhance the network of green spaces and waterways (the blue-green network), thereby protecting environmental and cultural values and enhancing their sustainability and resilience to climate change. Figure 11 highlights many areas with such values where future connections and enhancements for ecosystem services and biodiversity outcomes can be created.

Any development planning must respect the heritage values of the district. These heritage values protected under the *ACT Heritage Act 2004* and identified in full on the *ACT Heritage Register* https://www.environment.act.gov.au/heritage/heritage_register

Priority areas for conserving and restoring grassland, woodland and aquatic habitats and the connections between them are highlighted in Figure 11. This includes enhancing and reinforcing green connections between the district's nature reserves as well as cross-district links within the urban environment. While threatened species and ecological communities are currently protected by legislation, new development in Woden will need to consider how to best protect and enhance the natural and cultural values and connectivity within and between aquatic and terrestrial environments, including through the application of water and biodiversity sensitive urban design measures on blocks and in public open space.

Yarralumla Creek and Long Gully Creek are the key riparian corridors for the district. More detailed planning will be undertaken for the Yarralumla Creek corridor including opportunities to integrate the creek into the blue-green network, aligned with the vision for the light rail corridor. Planning for light rail will be coordinated with planning for the blue-green network to make sure environmental values are maintained and complemented by any new development in the corridor. Water sensitive urban design throughout the suburbs within this district will assist with reducing flood risk through the Woden town centre and improve water quality outcomes for Yarralumla Creek and the Molonglo River. Potential future constructed wetlands and other projects will also assist in improving amenity through the district and provide urban cooling benefits during densification and revitalisation of the town centre.

The blue-green network can be further enhanced through living infrastructure initiatives that will result in greater canopy cover and permeability at the time of development.

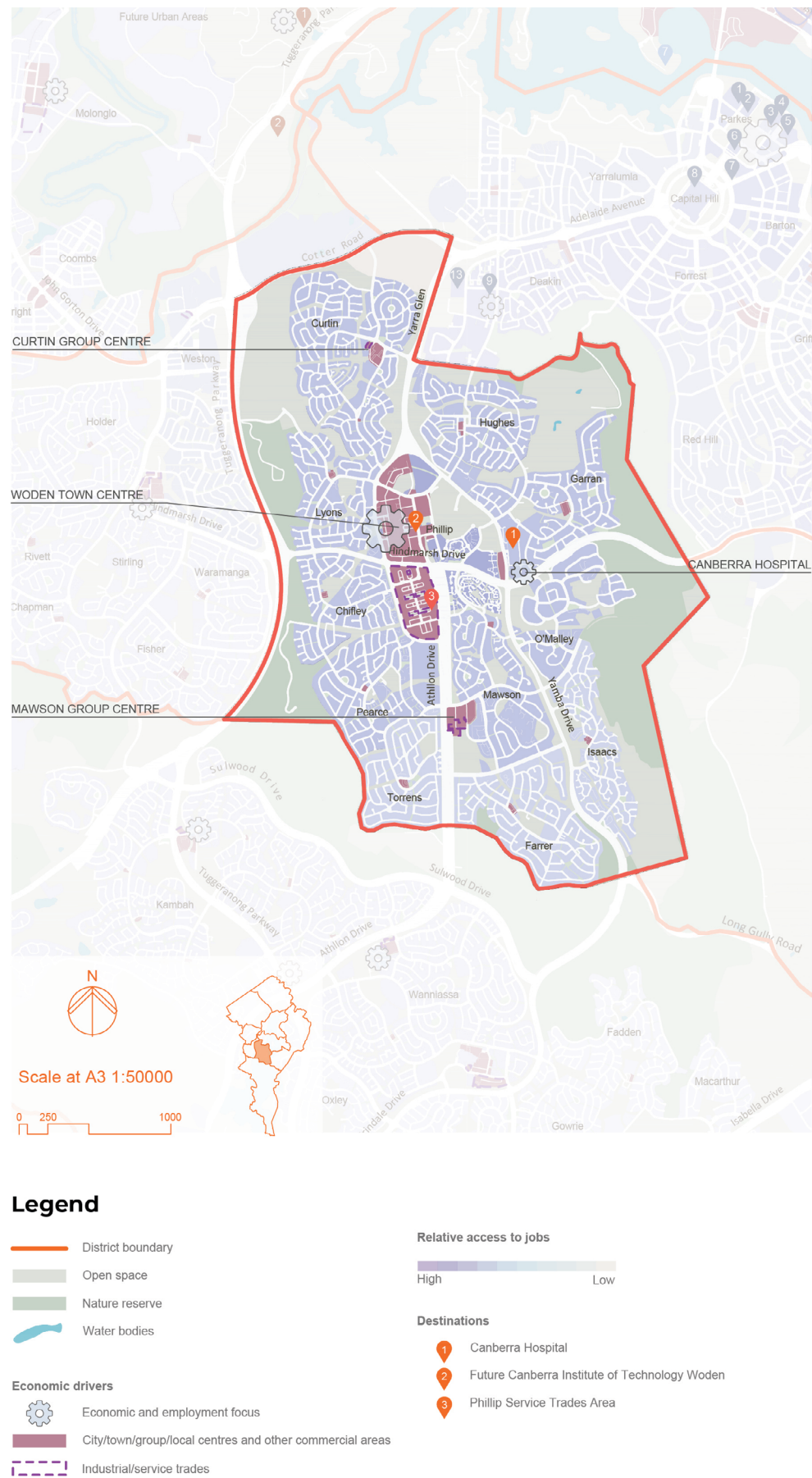
The initiatives for the blue-green network and implementation pathways and timeframes are shown in Table 1.

Table 1: Woden initiatives – Blue-green network

Initiatives	Implementation pathway	Timeframe
1.1 Enhance connectivity corridors for priority areas of grassland and woodland and areas of threatened species and nature reserves including between Red Hill Nature Reserve and Yarralumla Creek tributaries and Scrivener Creek and connection between Oakey Hill Nature Reserve and Yarralumla Creek.	1	Ongoing
1.2 Enhance linkages from Mount Taylor Nature Reserve north to Oakey Hill Nature Reserve and through Curtin Park to link with Yarralumla Creek corridor.	1	Ongoing
1.3 Explore opportunities to integrate Yarralumla Creek into the blue-green network along Athllon Drive and Yamba Drive, including connectivity with Farrer Ridge at the head of the creek.	1	Ongoing
1.4 Undertake more detailed planning for the Yarralumla Creek corridor as an enhanced blue-green network connection, landscape feature and public park, aligned with planning for light rail corridor.	1, 4, 10	Medium term
1.5 Implement enhanced water sensitive urban design (WSUD) and biodiversity sustainable urban design (BSUD) and improved tree canopy cover and permeability as part of all future development planning in the district, including around the town centre and light rail corridor.	3	Short term
1.6 Continue works to address risks of flash flooding (1% AEP flood) around Woden town centre and Mawson group centre.	1	Ongoing

Economic access and opportunity across the city

Figure 12: Woden – Economic access and opportunity across the city



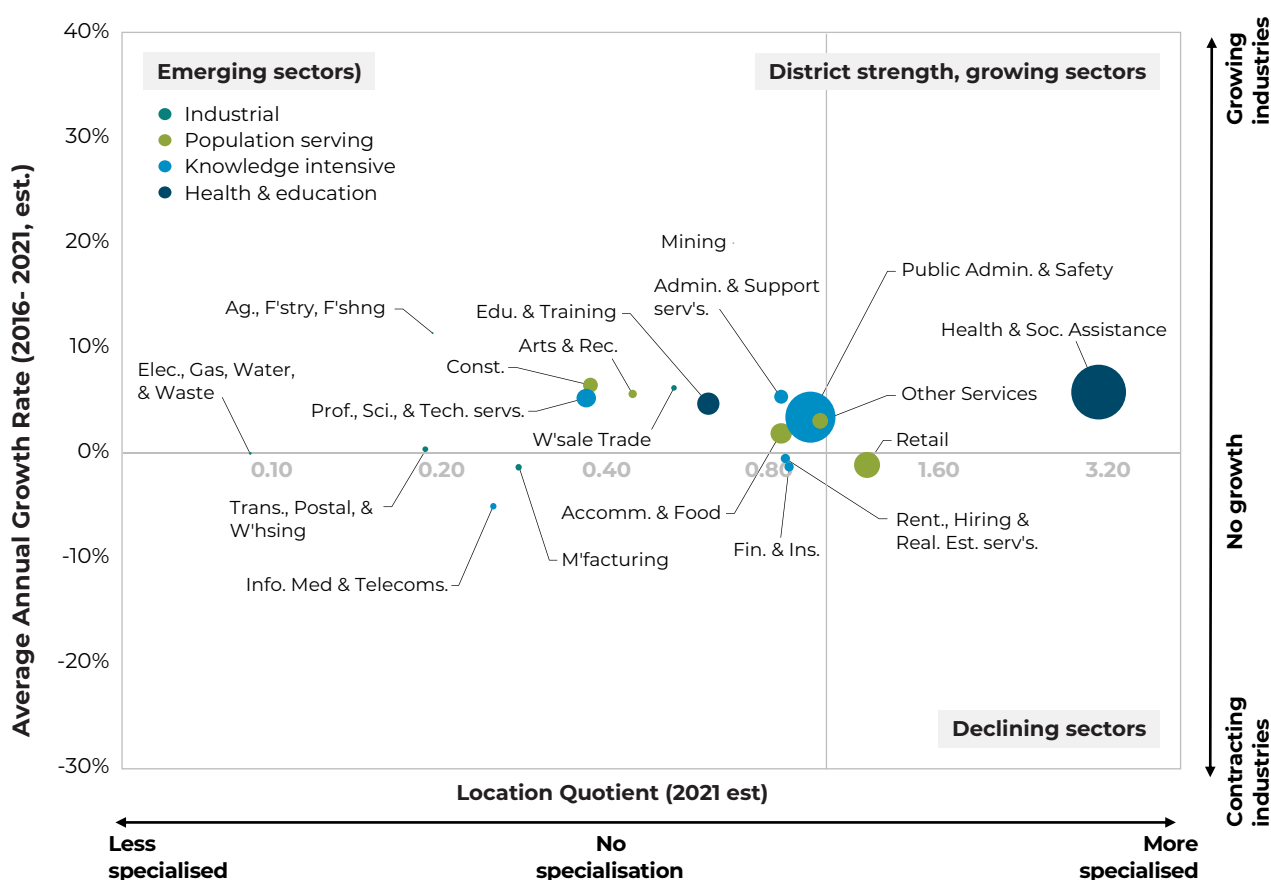
The use of 'Location Quotient' analysis, drawing on the 2016 and 2021 censuses (Figure 13), shows that the health sector is well established and the most specialised in the Woden District, making up a significant share of jobs and driven by the presence of Canberra Hospital. Public administration also retains a large share of the district's jobs, which increased over this period. Education, professional services, and some population serving sectors are also emerging for the district, while retail employment declined (likely influenced by COVID-19 restrictions during this time). Growth in the education sector will also be enhanced by the establishment of the new Woden CIT campus. This profile of Woden's industry sectors and strengths should inform future planning for the district's economic and employment centres and precincts.

Location quotient

Location quotient (LQ) is a measure of relative industry specialisation of a local economy compared to a larger geographic area. In the chart below the share of jobs by industry in Woden has been compared to the ACT as of 2021. A LQ score (*along the x-axis*) greater than 1 indicates a relative industry specialisation in the district and the higher the LQ the higher the specialisation. The other variable is growth between 2016 and 2021 (*along the y-axis*).

Emerging strengths and specialisations are indicated in the two right hand quadrants of the diagram. The top right shows industries that are specialised and growing, and the bottom shows industries that are specialised but contracting in employment. The size of the circles represents the numbers of jobs in each sector.

Figure 13: Location quotient – Woden District 2016–2021



Source: based on ABS 2016 and 2021 Censuses.

Woden District has generally good access to employment, being centrally located within Canberra and close to the City Centre and key employment areas in the Inner South. Within the district, the Woden town centre and Canberra Hospital precinct will continue to be the primary locations for employment and areas of focus for economic development (Figure 12).

The 2021 Canberra Hospital Master Plan indicates how the campus will grow significantly in coming decades. To support its growth, consideration needs to be given to better connecting the hospital to the town centre, CIT and future proposed light rail interchange. Planning for Canberra Hospital will also need to consider the relationship of the precinct to the surrounding suburb of Garran.

The new CIT campus provides opportunities to build on the educational offer of the centre and explore opportunities for additional educational campuses in the district to complement investment in the new CIT campus.

The extension of light rail is generating further new residential development opportunities in the town centre; however, sufficient space and capacity must be retained for employment growth to service southern Canberra.

The Phillip service trades area is an important contributor to employment diversity and locally accessible services. The function of the Phillip service trades area for light industrial and urban services uses will be protected in land-use planning and decision making.

Understanding the amount of floorspace that may be needed in the town centre and service trades area to achieve strategic targets for employment and demand for urban services is crucial. A more general need to understand the capacity and need for employment lands across the ACT will inform detailed planning at the place level in the district, including for the town and group centres. With growth around the future light rail corridor, Curtin and Mawson group centres will continue to have a primarily population-serving role while also supporting additional employment floorspace and mixed uses. Precincts around future light rail stops may also support new employment opportunities with commercial floorspace, making sure they do not impact the economic function of surrounding centres.

Future housing and jobs – for further investigation

The potential future housing demand identified for Woden is for around an additional 3,400 dwellings by 2050, based on the current population projections (Figure 5). Incremental development under existing planning controls, the future category 1, 2 and 3 change areas and in the future, in potential urban regeneration areas will contribute towards meeting this future demand.

As illustrated in Table 2, the estimated future housing opportunities for the district are 21,000–23,500 dwellings. A large share of this potential is in the selected key sites and change areas and would be dependent on a decision in relation to the light rail extension to Woden town centre and beyond (see later in this chapter). There is significant infrastructure investment associated with future light rail. This will attract people to live in the area. Identifying extra capacity for housing in the ‘right places’ will help ensure meet housing demand.

Further planning will be needed to fully understand the potential capacity for future housing in change areas and in future, in potential urban regeneration areas and any required changes to planning controls. The objectives under the five big drivers will be foundational to informing where future change in the district occurs.

The total baseline potential future employment for the district in 2050 (Table 2) is around 41,700 jobs (an increase of 14,200 from 2021). The distribution between centres and locations is shown in Table 3. These projections link the change in jobs to projected population growth and reflect the existing distribution of employment across the ACT. Centres that are priorities for economic and employment focus areas are indicated (with a ringed circle), implying that higher than baseline employment numbers are desirable in these centres. Elsewhere, employment futures will shift and align with desired changes to the future distribution of population. Planning for housing and employment will be linked.

Table 2: Potential future housing demand and supply opportunities – for further investigation, 2050

Woden District	Dwellings
Potential housing demand	3,400
Future housing opportunities (total)	21,000–23,500
→ Expected development under existing plans	4,000–5,000
→ Selected key sites and change areas	12,000–13,000
→ Potential capacity in potential urban regeneration areas based on urban character	5,000–5,500

Table 3: Potential total future employment (baseline only), 2050

Jobs by centre	2050	Economic and employment focus areas
Woden town centre (incl. service trades area)	20,500	✓
Curtin group centre	300	
Mawson group centre	700	
Canberra Hospital precinct	12,100	✓
Local centres	3,100	
Other (rest of district)	4,900	
Total	41,700	

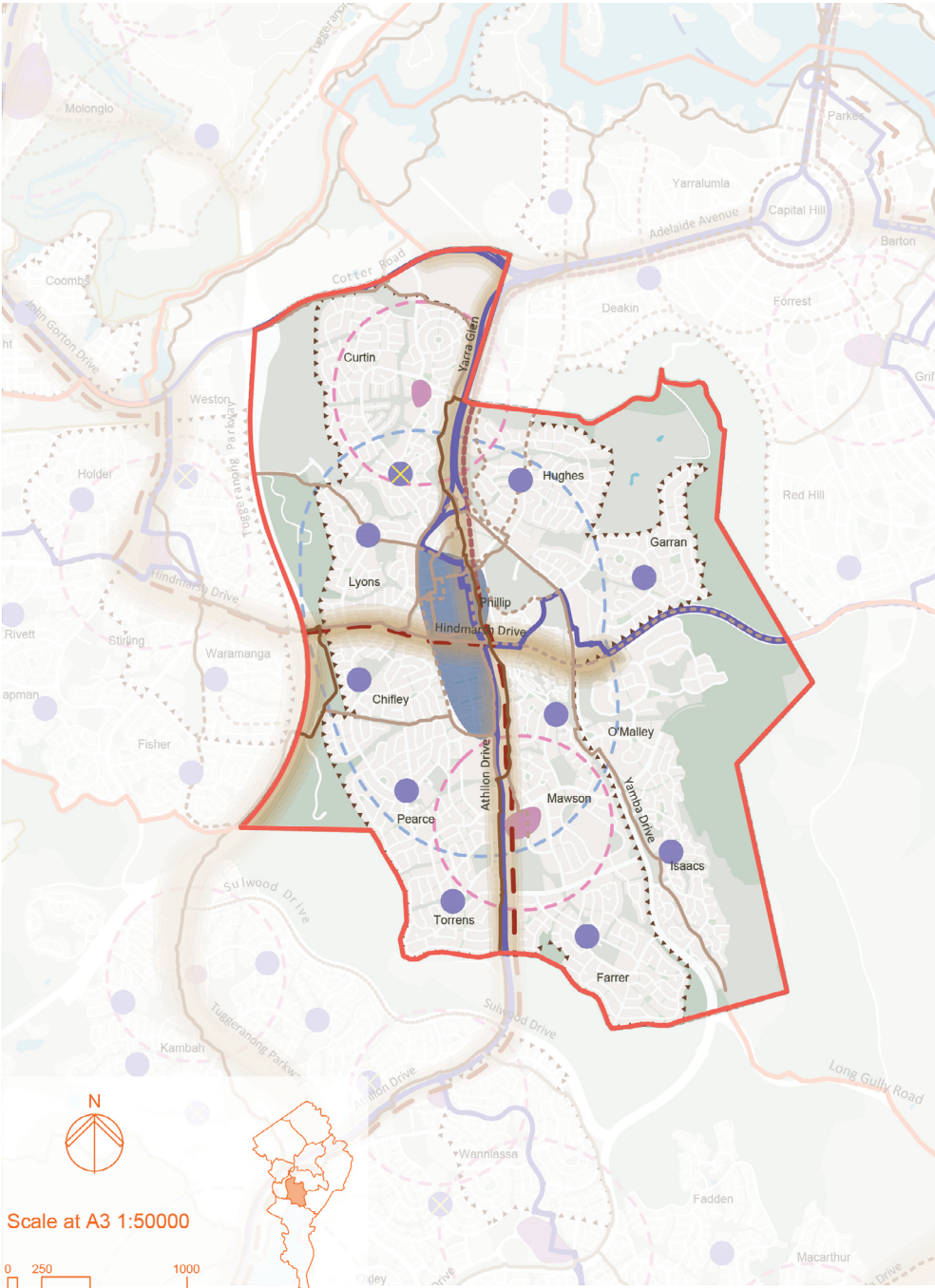
The initiatives for economic access and opportunity across the city and implementation pathways and timeframes are shown in Table 4.

Table 4: Woden initiatives – Economic access and opportunity across the city

Initiatives	Implementation pathway	Timeframe
2.1 Undertake an ACT-wide analysis of capacity and demand for employment floorspace to inform more detailed planning for Woden town centre, including capacity to meet strategic targets for employment.	2 5	Short term
2.2 Review and update planning controls where required to: <ul style="list-style-type: none"> → preserve sufficient capacity and sites for future commercial floorspace to meet strategic employment targets → protect the employment capacity of the Phillip light industrial/service trades area. 	2 3	Short term
2.3 Review the role of and undertake detailed analysis of capacity in Curtin and Mawson group centres for future employment floorspace and mixed-use development. This will inform more detailed planning and any changes to planning controls given the impact of the potential future light rail corridor.	2 3	Medium term
2.4 In planning for light rail, consider opportunities for employment floorspace alongside new residential development at key nodes and stops within the corridor, making sure the scale of employment uses does not impact the economic function of surrounding centres.	4 5	Medium term
2.5 Explore opportunities for additional educational campuses in the district to complement investment in the new CIT campus.	5 10	Long term

Strategic movement to support city growth

Figure 14: Woden – Strategic movement to support city growth



Legend

- | | | |
|---|--|---|
| <ul style="list-style-type: none">District boundaryOpen spaceNature reserveWater bodies | <p>Non-vehicular movement</p> <ul style="list-style-type: none">Current principal active travel routeCurrent main active travel routeFuture main active travel routeCurrent micromobility area | <p>Centres</p> <ul style="list-style-type: none">Town centre with 1200m catchmentGroup centre with 800m catchmentLocal centreLand zoned CZ4 - Local Centre but may not be currently functioning as a local centre |
| <p>Rapid transit network</p> <ul style="list-style-type: none">Proposed light rail corridorPotential future light rail corridorCurrent rapid transit corridorStrategic investigation corridor | | |

The future extension of the light rail network from the City Centre to Woden (Figure 14) will be a catalysing initiative for the district. It will support movement within the district and between Woden, the Parliamentary zone and the City Centre. The development potential and improved accessibility provided by light rail will facilitate housing and urban improvement opportunities in some locations.

There have been no decisions on stop locations or final alignment of light rail from the City Centre to Woden. Planning studies will include an evaluation of extending this stage to Mawson group centre.

Future possibilities for the light rail corridor – Woden and Inner South districts

Light rail as the spine of Canberra's public transport network

Light rail will provide the structural backbone of Canberra's public transport network with north-south and east-west light rail spines crossing at the City Centre. This reflects a global shift towards public transport and city building, and away from highways and sprawl, making streets that support high quality public places for people and corridors for movement. Light rail will complement and connect seamlessly with other transport modes as part of Canberra's wider public transport network. Studies will be undertaken to determine operational facilities required for the light rail network to Woden.

Growth along the multimodal spine with through traffic directed to peripheral parkways

In line with this shift in Canberra, a bolder 'people first' approach is needed; an approach based on local context, the needs of multiple users, and larger social, economic and environmental goals. Canberra's metropolitan structure of town centres connected by a public transport spine and framed by peripheral parkways can accommodate and consolidate growth along the spine and direct through traffic to the peripheral parkway network.

Regeneration through 'urban improvement'

Existing urban places can be revitalised through the concept of 'urban improvement'. This concept means employing best practice urban design, compact city making and investment in the public domain to make our town, group and local centres vibrant, accessible and memorable. Urban improvement can be undertaken in areas of the city that are poorly connected or function only in a limited way to improve walkability and active travel, realise the benefits of new light rail, integrate improved environmental and urban water functions, and provide housing where liveability is greatest.

Housing diversity and new activities that respect character and heritage while enhancing the blue-green network

Additional housing, employment and community services should be located in places of high amenity and accessibility. This includes increased housing choice, including 'missing middle' types in well-designed low- to medium-rise buildings, that respect the city's character and heritage. Investment in and targeted redevelopment of the city should enhance the local environment. Working with Country can develop a memorable and sustainable blue-green infrastructure and recreation network.

The future light rail corridor from the City Centre to Commonwealth Park and Woden should create a more pedestrian friendly transport spine with higher liveability and increased capacity for moving people in multiple ways. It should be planned as a green, multimodal corridor.

Transforming and humanising Adelaide Avenue

With the integration of light rail, Adelaide Avenue could be transformed. This area is currently dominated by a wide arterial road and is challenging for pedestrians to cross. In future, Adelaide Avenue

could be a vibrant, multimodal corridor that better connects into local neighbourhoods in Yarralumla, Deakin, Curtin and Hughes.

Connecting neighbourhoods in west Deakin, Yarralumla, Curtin and Hughes to light rail

Although light rail stop locations are yet to be confirmed, a potential new light rail stop, accessed by a new pedestrian bridge, could serve Yarralumla, north Curtin and west Deakin. This would support west Deakin as a key employment precinct focussed on health, medical and wellness. A potential light rail stop at Carruthers Street interchange would provide the opportunity to better connect the Curtin community and group centre to light rail within a five-minute walk.

Unlocking potential at the gateway to Woden town centre

At Woden town centre there is an opportunity to reconfigure the high-speed roundabout at Yarra Glen, Yamba Drive and Melrose Drive. It could be an urban roundabout that prioritises light rail and allows for improved active travel connections. This could allow for the transformation of large areas of road reserve into an expanded urban community at the northern gateway to the town centre. A North Woden light rail stop between the roundabout and Phillip Oval could become a new and well-connected destination.

Exploring opportunities to integrate Yarralumla Creek into the blue-green network

Yarralumla Creek is a floodway that carries significant flows during peak periods of heavy rain. Opportunities could be explored to integrate the creek into the blue-green network as it travels from Mawson, through the Woden town centre to north Curtin and the area beyond. This could include continuous landscape features, landscape amenity and water quality improvements.

Athllon Drive upgraded with scope for economic opportunities at key nodes

The Phillip service trades area effectively turns its back on the Athllon Drive corridor. This could be reversed with a public transport stop and urban development fronting the corridor with frequent pedestrian connections. A future planned extension to the light rail alignment to Tuggeranong could integrate urban regeneration so that the corridor become a greener, multimodal corridor that better connects new residential with services.

The rapid transit network may need to be expanded over the longer term to cater to population growth and alleviate traffic demand in congested areas. This will be investigated as part of wider network planning for Canberra consistent with the ACT Transport Strategy. Investigations would consider viability and the costs and benefits that would be delivered. Regardless of the mode, future planning for the rapid transit network should consider stop locations close to centres and areas of high amenity to allow for integrated and transport-oriented development.

In line with planning for the future light rail corridor, measures to improve east-west connections across the district will be investigated (including opportunities highlighted in the vision for the corridor described above, and the principles for selected key sites and change areas below). Planning for the duplication of Athllon Drive should take consider future light rail and mixed-use and residential development opportunities. Athllon Drive will function as an efficient movement corridor for all forms of transport and be integrated with quality urban design outcomes.

Local transport improvements will be needed in Woden, including proposed connections in the active travel network indicated on the map. Better linkages between the Woden town centre and Canberra Hospital will be considered as well as other local transport improvements identified through the implementation of the ACT Transport Strategy.

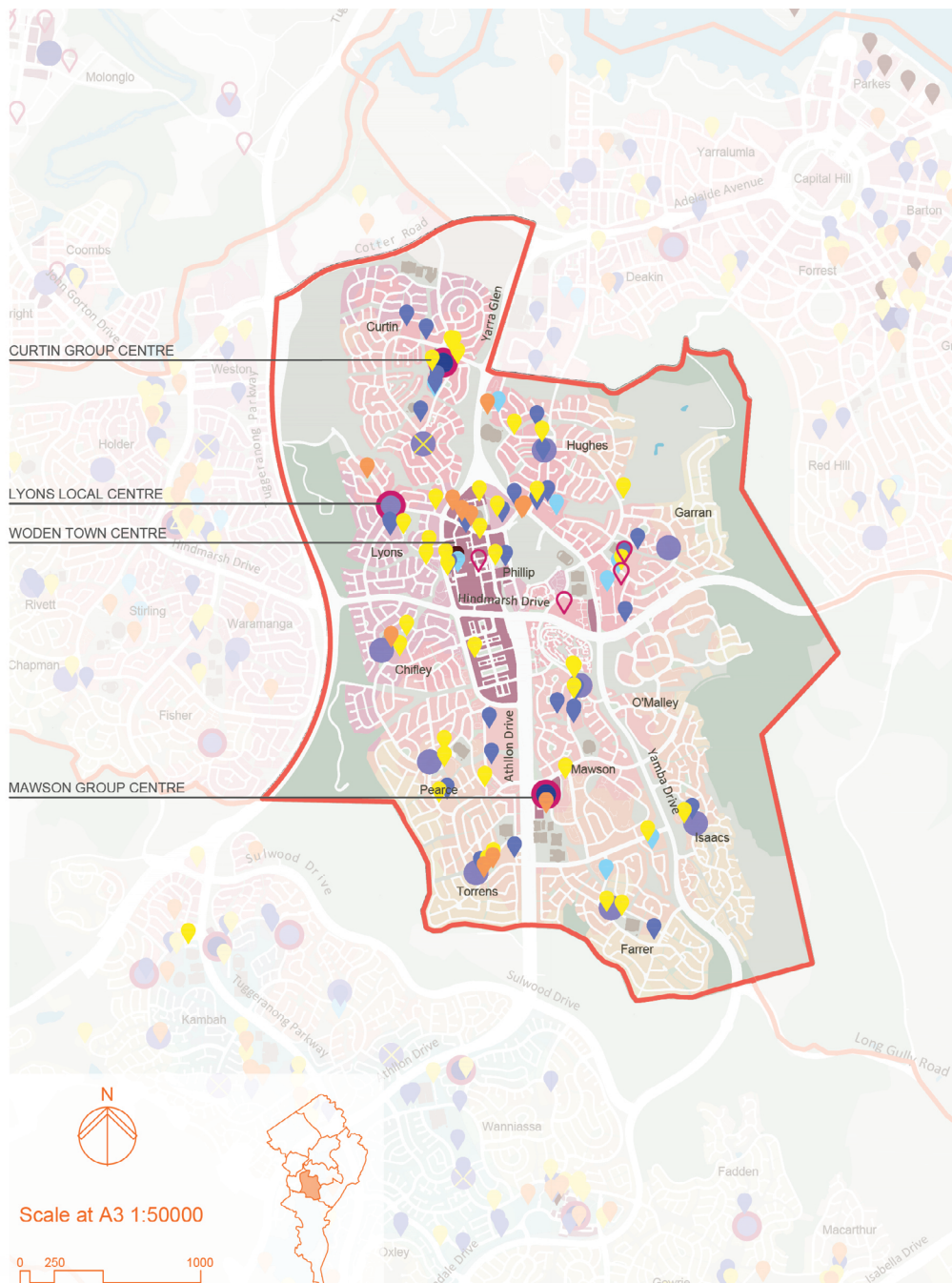
The initiatives for strategic movement to support city growth and implementation pathways and timeframes are shown in Table 5.

Table 5: Woden initiatives – Strategic movement to support city growth

Initiatives	Implementation pathway	Timeframe
3.1 Light rail will deliver a mass transit connection from the City Centre to Woden to support the growth of the city, Woden and the south of Canberra. Investigate extensions to Mawson and Tuggeranong and take opportunities to improve east–west transport connections within the district and integration with light rail stops.	4 10	Medium term
3.2 Identify strategies to improve the urban environment in key road corridors such as Melrose Drive and Hindmarsh Drive, aligned with planning for light rail.	4	Medium term
3.3 Plan for the future of Athllon Drive as a multimodal transport and urban corridor featuring integrated potential future light rail, active travel, urban infill and redevelopment opportunities.	4 10	Short term
3.4 Analyse strategic investigation corridors for future rapid transit connections to Weston Creek and Molonglo Valley in the west, and the Canberra Hospital in the east, as part of planning for the wider Canberra network consistent with the ACT Transport Strategy.	4	Longer term
3.5 Progressively implement upgrades to priority active travel routes identified in the ACT Active Travel Plan with consideration of paths on Kent Street/Wisdom Street through Hughes, Carruthers Street, Melrose Drive, Adelaide Avenue off-road cycle path and a link from the town centre to Canberra Hospital.	4	Short term

Inclusive centres and communities

Figure 15: Woden – Inclusive centres and communities



Legend

District boundary

Open space

Nature reserve

Water bodies

City/town/group/local centre and other commercial areas

Local centre

Group centre

Possible centre initiative

Shopping centre improvement program underway

Land zoned CZ4 - Local Centre but may not be currently functioning as a local centre

Existing community assets

Arts and cultural

Art gallery

Museum

Library

Health

Aged care

Hospital

Medical centre

Education

Early childhood education

Schools: primary, secondary, tertiary

Community

Community centre

Community hall

Community gardens

Place of worship

Recreation and sport

Indoor/outdoor sports

Skate parks

Basketball courts

Dog parks

Aquatic facilities

Sportsfields

Proposed new community asset locations

Relative access to existing community facilities

High

Low

Most of the district's centres are currently performing well.

The Government's shopping centre upgrade program aims to protect local jobs and support local businesses. Many centres across the ACT have received upgrades since 2001, based on condition audits and community feedback. The current pipeline of shop upgrades is listed on the [TCCS shopping Centre Improvements website](https://www.cityservices.act.gov.au/Infrastructure-Projects/programs/shopping-centre-improvements) at: <https://www.cityservices.act.gov.au/Infrastructure-Projects/programs/shopping-centre-improvements>.

The revitalisation of local and group centres does not solely rest with the ACT Government undertaking government funded upgrades on public land or to public spaces and streets in these centres. Private lease holders own land and buildings in many of these centres and private upgrades may play a more significant role in leading revitalisation of a local or group centre than government upgrading works. In addition, the planning system, planning agencies and land development agencies can encourage revitalisation by private investment through land release and, where appropriate, re-zoning. They can consider whether amendments are required to planning controls to allow additional uses in or around centres.

Planning and non-planning mechanisms will be investigated in a number of group and local centres, with initial possibilities for investigation illustrated in Figure 15. These include Lyons local centre and Curtin and Mawson group centres as initial centres for investigation, building on the future potential extension of light rail to these centres.

Further review of local and group centres (as part of the district strategy implementation) will confirm the priority centres where a program of planning and non-planning initiatives will be considered. The review will consider aspects such as: retail and economic characteristics; community needs and access to services; housing opportunity; opportunity to capitalise on planned investments in and around the centre; proximity to current and future infrastructure and the government's existing shopping centre improvement program objectives and criteria.

As shown in Figure 15, Woden District has a range of community and recreational facilities, including Woden Library (recently upgraded to include a recording studio, dance studio and new meeting spaces), Canberra College Performing Arts Centre, Woden Community Centre (Corinna Street), Woden Youth Centre, Phillip Oval and several district playing fields. With the central location of the town centre within the district, most areas rank highly in relative accessibility to facilities, though accessibility is lower at the southern end around suburbs such as Torrens and Farrer.

Facilities that are being planned or are in the process of being delivered within the district include a possible future new Woden Community Centre in proximity to Callam Street, future public education facilities at the former CIT Woden site, upgrades to Garran Primary School, the new CIT campus, and expansion of Canberra Hospital. The hospital's expansion is planned to open in 2024 and includes 22 new operating theatres, a new and larger emergency department, additional ICU beds as well as new inpatient units. This new infrastructure, along with that proposed through the Canberra Hospital Master Plan, will support the attraction of clinicians to train and stay in Canberra in the long term.

With increasing densities in the town centre, appropriate and accessible recreation facilities are an important consideration. A publicly accessible swimming pool facility will be retained to service the surrounding community.

Analysis, which has considered the growth of the population based on the potential housing demand and the existing provision of facilities in the district, has indicated that further investigation and needs assessments will be undertaken into the demand and potential for new or expanded facilities including:

- schools
- aged care facilities including residential aged care
- an arts centre or similar cultural facility serving the Woden and Weston Creek
- indoor sports facilities with multi-purpose court spaces
- outdoor sports courts and recreation spaces
- community gardens.

Future planning for the district's group and local centres will consider opportunities for these types of uses

to be delivered, noting that identifying potential locations for any new facilities will require further detailed analysis and due diligence, consultation with the community, and whole-of-government approaches to delivery. Responsibilities for different types of facilities rests with different directorates and agencies. The planning and delivery of community facilities needs to consider long-term factors, including who will fund and manage facilities over time, not just the initial capital costs involved or locating a suitable site. Ideally, facilities should be delivered in accessible locations and co-located with complementary uses in centres.

In the Woden District in particular there may be opportunities to align provision of new facilities with key nodes and stops along the future light rail corridor to cater to existing demand and the additional population that will be generated by new development.

In addition to new facilities, renewal and enhancement of existing community facilities will be important to meet the needs of current and future residents.

The district has many existing clubs, providing for a range of ongoing community needs and interests. The ACT Government has made a series of commitments to reduce harm from gambling while supporting sustainable clubs. This includes facilitating planning and other processes to allow clubs to diversify to other revenue generating streams, especially development of available land for social housing and land supply purposes, where supported by the community.

The initiatives for inclusive centres and communities and implementation pathways and timeframes are shown in Table 6.

Table 6: Woden initiatives – Inclusive centres and communities

Initiatives	Implementation pathway	Timeframe
<p>4.1 Identify possible local and group centres for investigation of appropriate improvement initiatives to support their ongoing viability and role as a community meeting place. Initial possibilities:</p> <p>→ Group centres: Mawson and Curtin (aligned with more detailed planning)</p> <p>→ Local centres: Lyons</p>	5 7	Short term
4.2 Undertake detailed localised analysis to inform and confirm the need for new community and recreational facilities in Woden District, including consideration of wider demand from nearby districts. Include collaboration across government directorates and with the community.	2 10	Short term
4.3 Deliver planned new community facilities including a new Woden Community Centre, upgrades at Garran Primary School, building CIT's Woden campus and, in the next 20 years, implementation of Canberra Hospital Master Plan.	10	Short term
4.4 Identify unleased/available sites and assess their suitability for facilities for which there is identified demand.	2 10	Ongoing
4.5 Include consideration of potential for new community and/or recreational facilities in planning for centres and stops along the future light rail corridor.	4 10	Medium term
4.6 Identify and preserve sufficient land for social and community uses alongside residential growth to accompany areas of change and support economic development in further detailed planning for Woden District.	2 3	Medium term

Sustainable neighbourhoods

Figure 16: Woden – Sustainable neighbourhoods

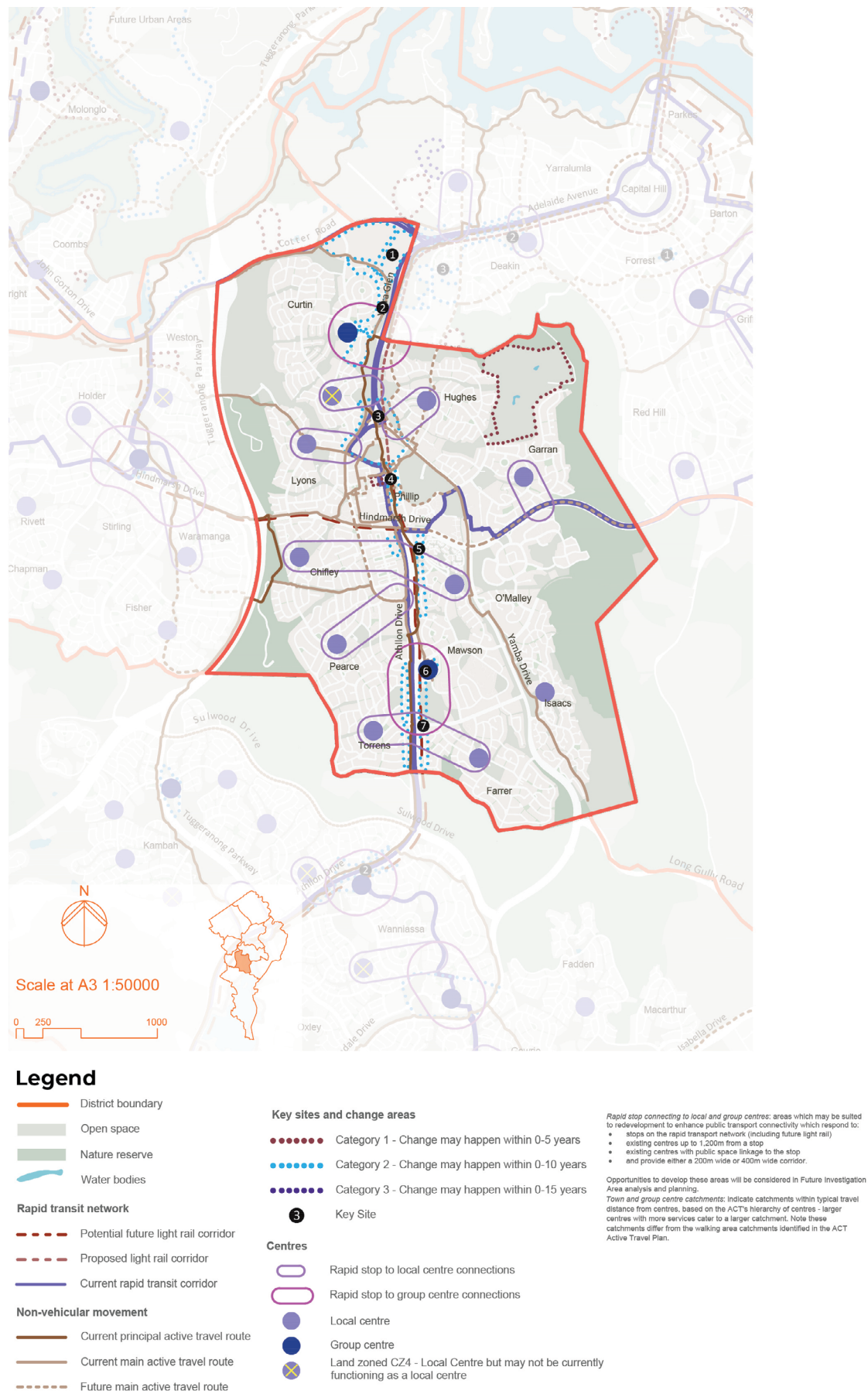


Figure 16 highlights the category 1, 2 and 3 change areas in Woden District (based on the locations ranked in the top 25% for suitability across the ACT).

There are many steps before development of the category 1, 2 and 3 change areas can happen. Firstly, further detailed analysis will be required to better understand the best locations for housing development. This analysis will inform changes to the Territory Plan and planning controls. Further planning work and ongoing community consultation will then determine their suitability and realistic capacity for development and inform the type of development on these sites, including sites on the Indicative Land Release Program, so they deliver the desired urban character and a diversity of housing types. Planning will factor in the other important elements of delivering sustainable neighbourhoods including contributions to sustainability aims and active travel.

Some of these areas are also home to blue-green values and Aboriginal cultural and heritage values that should be protected in the detailed planning of these future precincts.

Figure 16 highlights areas between rapid transport network stops and centres within the district, primarily through the future light rail corridor and around the Curtin and Mawson group centres where, in addition to the town centre, most new housing in the district will be concentrated. These areas are highlighted to make sure that any future renewal in these ‘stop-to-centre’ connection areas has a strong relationship and alignment between growth, transport infrastructure and access to amenities.

Stop-to-centre connection areas are areas between a current or possible light rail or rapid transit stop and a local or group centre. They could provide an opportunity for additional development that is well located to public transport and local services.

A strong focus on the public domain should support sustainable neighbourhoods, as illustrated by the four approaches to City Making and Urban Improvement in Volume 4. Having a greater mix of densities and uses in the centres identified may also be appropriate, subject to a detailed understanding of the need for different land uses at a metropolitan level.

An important part of delivering sustainable neighbourhoods will be addressing housing affordability. Planning and land release can contribute to addressing this by planning for a diversity of housing types and land supply to meet different needs and budgets. The continued delivery of actions under the ACT Housing Strategy will also support future development in Woden.

Sustainable neighbourhoods can be enhanced further through living infrastructure initiatives that will result in greater canopy cover and permeability at the time of development in line with the implementation of the ACT Urban Forest Strategy 2021-2045. This will contribute to reducing urban heat island effects and improving amenity at the neighbourhood scale.

The initiatives to support sustainable neighbourhoods implementation pathways and timeframes are shown in Table 7.

Table 7: Woden initiatives – Sustainable neighbourhoods

Initiatives	Implementation pathway	Timeframe
5.1 Further detailed analysis and modelling to identify future housing needs not able to be met by change areas across Woden District.	2	Short term
5.2 Detailed analysis and planning for change areas to accommodate future housing and opportunities in identified stop-to-centre connection areas.	2 3 8	Short term
5.3 Plan for centres (Woden town centre, Curtin and Mawson group centres) to apply district strategy objectives in planning for residential and mixed-use development, particularly those supporting economic access and sustainable neighbourhoods, aligned with broader planning for the future light rail corridor.	2 3 8	Medium term
5.4 Continue planning for selected key sites identified on the Woden District Strategy Plan according to ideas and principles described below (see principles for selected key sites and change areas).	8 11	Ongoing
5.5 Identify and prioritise local-scale projects to promote active streets, celebrating existing leafy areas and local centres, in line with the implementation of the ACT Transport Strategy and integrating urban improvement approaches.	4 8	Medium term
5.6 Achieve improved tree canopy cover, permeability and urban heat outcomes in development precincts when compared to similar previous precincts in line with the implementation of the ACT Urban Forest Strategy 2021–2045.	3	Ongoing
5.7 All development precincts provide the infrastructure needed to deliver the net zero emissions transition, with additional precinct-based initiatives to also be encouraged.	9	Ongoing
5.8 Investigate planning and design provisions that encourage the supply of affordable housing.	12	Medium term

Specific principles for key sites and change areas along the future light rail corridor are identified below.

Planning principles for selected key sites and change areas

The district strategy plan (Figure 8) and sustainable neighbourhoods plan (Figure 16) identify key sites and change areas that may be suitable for a range of residential and non-residential uses (including consideration of education, health and recreation facilities).

The change areas are included in three categories based on current knowledge. Change areas and key sites may shift between categories in response to new information.

- Category 1 – Change areas where detailed planning can proceed, consultation needs to occur, and change could happen within 0–5 years.
- Category 2 – Change areas where detailed planning can proceed, consultation needs to occur, and change could happen within 0–10 years.
- Category 3 – Change areas where detailed planning can be considered, consultation needs to occur, and change could happen within 0–15 years.

Key principles to guide future planning for a selection of these key sites are provided below. The planning for these sites is subject to further investigations and community consultation.

Not all areas within the boundaries of the key sites may be developed. Some areas are included for context to make sure consideration is given to the relationship with surrounding areas. Key site area boundaries will be refined as planning progresses.

It should be noted that there have been no decisions on stop locations or the final alignment of future light rail from the City Centre to Woden. Planning studies will include an evaluation of extending this stage to Mawson group centre.

Key Site 1 – North Curtin (the former Curtin horse paddocks) – Category 2

Key site 1 includes the former Curtin horse paddocks, now known as north Curtin (Figure 17).

Figure 17: Location of key site 1 – North Curtin



Not all areas within the boundaries of the key sites may be developed. Some areas are included for context to make sure consideration is given to the relationship with surrounding areas. Key site area boundaries will be refined as planning progresses.

Any future residential development at this site should contribute to a positive built frontage and address to Yarra Glen and improve access to and oversight of future light rail stops. Studies are being done in preparation for housing along Yarra Glen. Development should acknowledge biodiversity values in this area including Golden Sun Moth habitat to the north.

A full investigation of planning, environmental and infrastructure and traffic issues should be undertaken (including transport planning and modelling) with reference to the following principles:

- Connectivity to the future light rail corridor with stops north and south promoted.
- Walkable street grid, with clear sight lines and more walkable access and active travel locally, adds canopy trees and creates regular urban blocks of one hectare or less.
- Park between the urban edge and Yarralumla Creek responds to topography, add canopy trees, Water Sensitive Urban Design (WSUD) and play opportunities, as well as community gardens and urban farming.
- Community, sport, recreation and retail facilities located prominently to create a destination and activity.
- Public activity hub at key locations includes community facilities and services, amenities and cafes.
- Built frontage contributes to street identity, spatial definition and oversight of new public links.
- Connections across Yarra Glen and Adelaide Avenue coordinate with future light rail stops to promote greater connectivity between suburbs.
- Opportunities considered to enhance the creek line for local area amenity.

Key Site 2 – Curtin edge north and south – Category 2

Key site 2 includes Curtin edge north and south (Figure 18).

Figure 18: Location of key site 2 – Curtin edge north and south



Not all areas within the boundaries of the key sites may be developed. Some areas are included for context to make sure consideration is given to the relationship with surrounding areas. Key site area boundaries will be refined as planning progresses.

Any future development at this site should contribute to a positive built frontage and address to Yarra Glen, improve access to and oversight of future light rail stops, and consider a biodiversity sensitive urban interface, protecting the creek corridor from impacts of urbanisation. Any projected loss of tree canopy cover due to redevelopment is to be offset within the local blue-green network and provision of new parks. The potential change areas will be subject to further investigation and consultation and are intended to permit dwellings such as townhouses with a 3-storey limit that can integrate with and overlook the blue-green network. This would be a high amenity precinct with safe connections to future light rail and local area facilities.

A full investigation of planning, environmental, infrastructure and traffic issues should be undertaken (including transport planning and modelling) with reference to the following principles:

- Promote connectivity to the future light rail corridor.
- The interface with the adjoining open space along Yarra Glen and the Yarralumla Creek corridor (stormwater channel) is maximised by providing passive surveillance (through built forms), vehicular access and active travel.
- Walkable street grid, with clear sight lines and more walkable access and local active travel, adds canopy trees and creates regular urban blocks of one hectare or less.
- Parks with added canopy trees, WSUD and play opportunities.
- Built frontage contributes to street identity, spatial definition and oversight of upgraded public spaces.
- Opportunities considered to enhance the creek line for local area amenity and ecology.

Key Site 3 – Woden north – Category 2

Key site 3 includes Woden north (Figure 19).

Figure 19: Location of key site 3 – Woden north



Not all areas within the boundaries of the key sites may be developed. Some areas are included for context to make sure consideration is given to the relationship with surrounding areas. Key site area boundaries will be refined as planning progresses.

Any future development at this site should contribute to facing onto the future light rail corridor. Development should acknowledge biodiversity values in this area, give consideration to wildlife-friendly crossings and improve access to and surveillance of light rail stops.

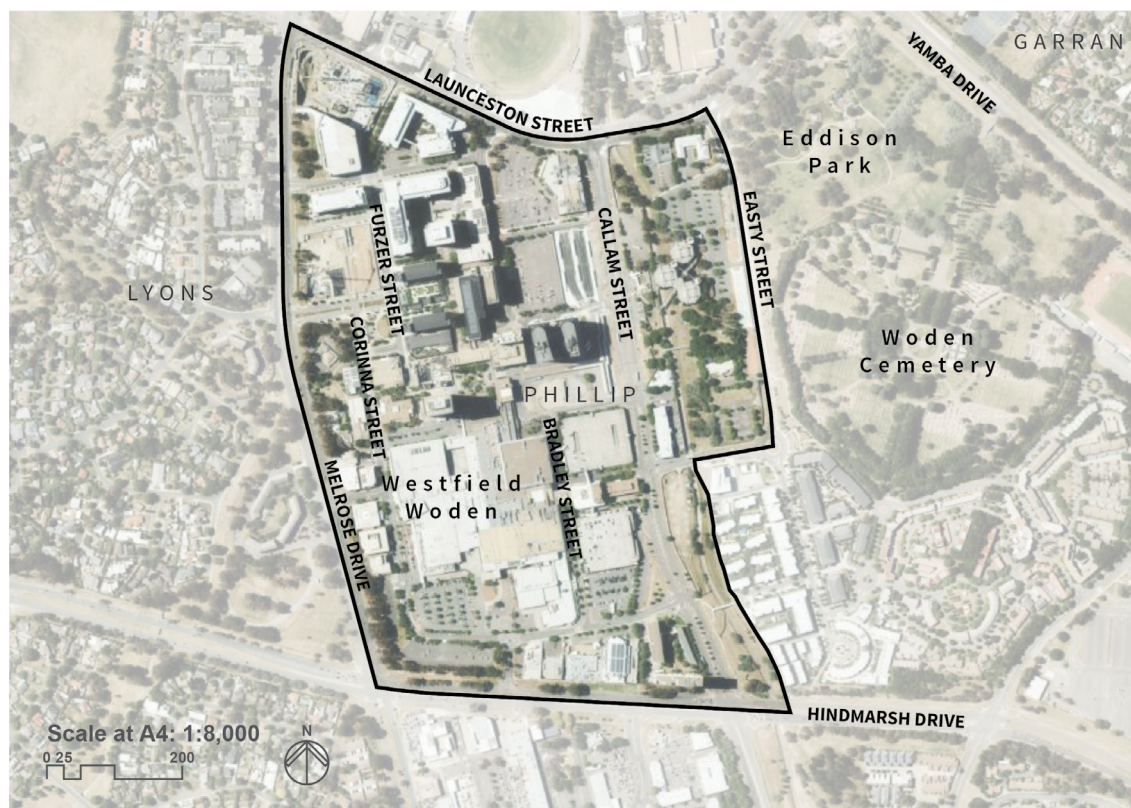
A full investigation of planning, environmental, infrastructure and traffic issues should be undertaken (including transport planning and modelling) with reference to the following principles:

- Future light rail corridor – high quality multimodal, part of a city-wide rapid transit network.
- The interface with the adjoining open space along Yarra Glen and the Yarralumla Creek corridor (stormwater channel) is maximised by providing passive surveillance (through built forms), vehicular access and active travel.
- Protection of the Woden Flood Memorial.
- Walkable street grid, with clear sight lines and more walkable access and local active travel, adds canopy trees and creates regular urban blocks of one hectare or less.
- Linear park adds canopy trees, WSUD and play opportunities.
- Community and retail facilities located prominently to create a destination and activity.
- Public activity hubs at key locations include community facilities, amenities and cafes.
- Built frontage contributes to street identity, spatial definition, and oversight of public space.
- Opportunities considered to enhance the creek line for local area amenity and ecology.

Key Site 4 – Woden town centre – Category 2

Key site 4 includes Woden town centre (Figure 20).

Figure 20: Location of key site 4 – Woden town centre



Not all areas within the boundaries of the key sites may be developed. Some areas are included for context to make sure consideration is given to the relationship with surrounding areas. Key site area boundaries will be refined as planning progresses.

Any future development should contribute to facing onto Callam Street, improving the centre (including the town square), consider connections to the existing open space network and contribute to the provision of light rail infrastructure including stabling facilities along the corridor.

A full investigation of planning, environmental, infrastructure and traffic issues should be undertaken (including transport planning and modelling) with reference to the following principles:

- Future light rail corridor – high quality multimodal, part of a city-wide rapid transit network.
- Renewed streets clarify built edges, expand urban tree canopy cover and refine pedestrian safety and amenity.
- Walkable street grid, with clear sight lines and more walkable access and local active travel, add canopy trees and create regular urban blocks of one hectare or less.
- Parks add canopy trees, WSUD and play opportunities.
- Continued activation of the town square to be the central focal point for social and community activity, encouraging people to gather in the area, supporting active ground floor uses and providing a focus for entertainment, markets and other activation of the space.
- Community, sport, recreation and retail facilities located prominently to create a destination and activity.
- Public activity hubs at key locations include medical and other services, amenities and cafes.
- Building frontages contribute to street identity, spatial definition and oversight of public space.
- Opportunities considered to enhance the creek line for local area amenity and ecology.

Key Site 5 – Phillip and Athllon Drive – Category 2

Key site 5 includes Phillip and Athllon Drive (Figure 21).

Figure 21: Location of key site 5 – Phillip and Athllon Drive



Not all areas within the boundaries of the key sites may be developed. Some areas are included for context to make sure consideration is given to the relationship with surrounding areas. Key site area boundaries will be refined as planning progresses.

Any future development at this site should contribute to facing onto Athllon Drive. This area will be a high amenity employment hub with a walkable grid structure, parks and safe pedestrian access to light rail. Improvements to the blue-green corridor would consider urban cooling and water quality benefits, and public amenity with close proximity to the town centre and an employment hub.

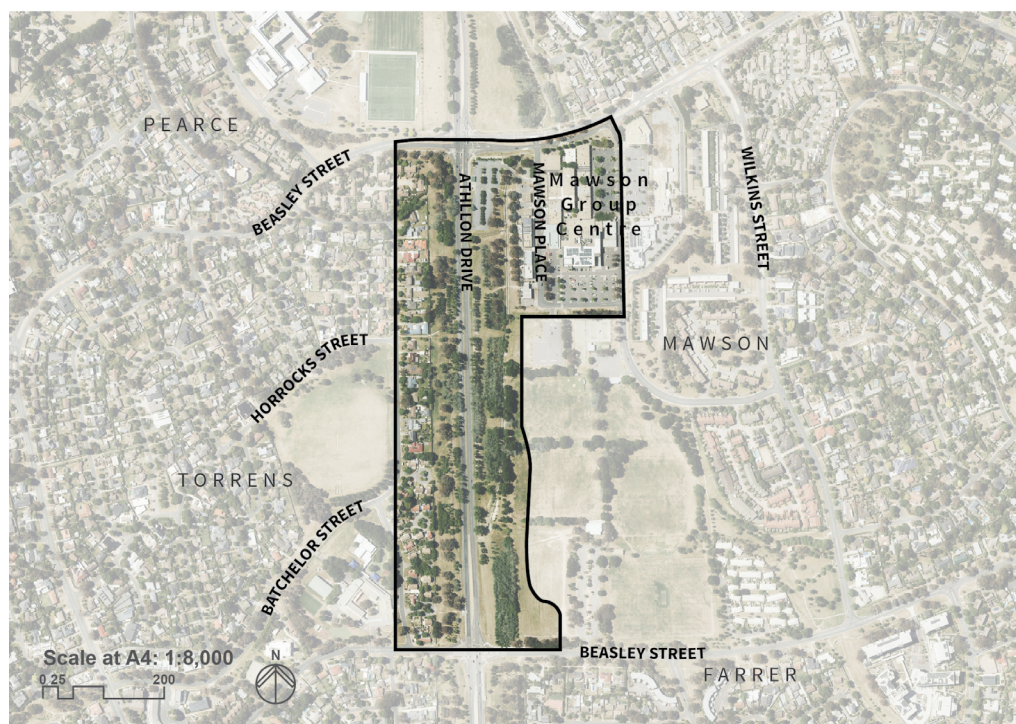
A full investigation of planning, environmental, infrastructure and traffic issues should be undertaken (including transport planning and modelling) with reference to the following principles:

- Rapid transit/potential future light rail corridor – high quality multimodal, part of a city-wide rapid transit network.
- Street upgrades clarifies built edges, expands urban tree canopy cover and refines pedestrian safety and amenity.
- Walkable street grid, with clear sight lines and more walkable access and local active travel, adds canopy trees and creates regular urban blocks of one hectare or less.
- Parks add canopy trees, WSUD and play opportunities.
- Community, sport, recreation and retail facilities located prominently to create a destination and activity.
- Public activity hubs at key locations include community facilities and services, amenities and cafes.
- Building frontages contribute to street identity, spatial definition and oversight of new public space.
- Opportunities considered to enhance the creek line for local area amenity and ecology.

Key Site 6 – Mawson and Farrer north – Category 2

Key site 6 includes Mawson and Farrer north (Figure 22).

Figure 22: Location of key site 6 – Mawson and Farrer north



Not all areas within the boundaries of the key sites may be developed. Some areas are included for context to make sure consideration is given to the relationship with surrounding areas. Key site area boundaries will be refined as planning progresses.

Any future development at this site should contribute to facing onto Athllon Drive, improve the centre and contribute to the potential future light rail infrastructure including stabling facilities along the future potential corridor. Improvements to the blue-green corridor would consider providing habitat for aquatic-riparian and woodland wildlife, as well as urban cooling and water quality benefits, and public amenity. The water transmission function of Yarralumla Creek and the flooding risk and will need to be considered as part of any consideration of change. The potential loss of tree canopy through development within the current Athllon Drive road reservation would be carefully considered and possibly offset within local open space. Mawson will be a high amenity centre, with street life and new mixed-use blocks replacing inefficient surface carparks.

A full investigation of planning, environmental, infrastructure and traffic issues should be undertaken (including transport planning and modelling) with reference to the following principles:

- Rapid transit/potential future light rail corridor – high quality multimodal, part of a city-wide rapid transit network.
- Renewed street clarifies built edges, expands urban tree canopy cover and refines pedestrian safety and amenity.
- Sufficient solar access maintained to courtyards within the centre.
- Walkable street grid, with clear sight lines and more walkable access and local active travel, adds canopy trees and creates regular urban blocks of one hectare or less.
- Plaza and linear park add canopy trees, WSUD and play opportunities.
- Community, sport, recreation and retail facilities located prominently to create a destination and activity.
- Public activity hubs at key locations include community facilities and services, amenities and cafes.
- Built frontage contributes to street identity, spatial definition and oversight of new public links.
- Opportunities considered to enhance the creek line for local area amenity and ecology.

Key Site 7 – Mawson and Farrer south – Category 2

Key site 7 includes Mawson and Farrer south (Figure 23).

Figure 23: Location of key site 7 – Mawson and Farrer south



Not all areas within the boundaries of the key sites may be developed. Some areas are included for context to make sure consideration is given to the relationship with surrounding areas. Key site area boundaries will be refined as planning progresses.

Any future development at this site should contribute to facing onto to Athllon Drive. This area will create a high amenity urban edge with a walkable grid structure, parks and safe pedestrian access to future potential light rail.

A full investigation of planning, environmental, infrastructure and traffic issues should be undertaken (including transport planning and modelling) with reference to the following principles:

- Rapid transit / potential future light rail corridor – high quality multimodal, part of a city-wide rapid transit network.
- Renewed street clarifies built edges, expands urban tree canopy cover and refines pedestrian safety and amenity.
- Walkable street grid, with clear sight lines and more walkable access and local active travel, adds canopy trees and create regular urban blocks of one hectare or less.
- Parks add canopy trees, WSUD and play opportunities.
- Community, sport, recreation and retail facilities located prominently to create a destination and activity.
- Public activity hubs at key locations include community facilities and services, amenities and cafes.
- Built frontage contributes to street identity, spatial definition and oversight of new public links.
- Opportunities considered to enhance the creek line for local area amenity and ecology.

4. Supporting infrastructure required

Woden's integral connection with transport, utility and blue-green networks is central to delivering the planned future for the district.

Existing infrastructure is focused around north-south transport corridors and the central waterways of Yarralumla Creek and Long Gully Creek. Much of this infrastructure connects Woden to surrounding districts and surrounding hills, ridges and buffer zones. The majority of the infrastructure networks in Woden were constructed in the 1960s and 1970s. Some existing infrastructure is operating at or near to capacity. As developments increase in the district, additional infrastructure upgrades will be required.

To support future growth in the district, a range of infrastructure initiatives and upgrades will need to be provided, including in the future light rail, roads and paths, WSUD, stormwater, sewer, water supply and electricity networks. Several projects are already planned or underway, as shown in Table 8. Further infrastructure capacity and augmentation feasibility studies will be required for the district to identify where infrastructure networks require extension or upgrading to support the delivery of this strategy and the district strategy plan. There are infrastructure capacity studies being undertaken across the ACT to provide comprehensive capacity analysis of urban renewal opportunities consistent with the ACT Planning Strategy 2018.

Road and path networks

Some parts of the road network in Woden are already under capacity pressure. The ACT Transport Strategy 2020 was developed to consider the significant and transformational growth in Canberra in recent years, and a greater emphasis on urban infill. Investment in single modal solutions in isolation will no longer meet the strategic objectives or capacity needs of the ACT. A robust approach is needed to prioritise projects in a holistic manner that addresses all modes and improves the use of existing infrastructure. The ACT Active Travel Plan, provides details of active travel network and infrastructure for walking, cycling, scooting, skateboarding and other types of micro mobility.

Strategic transport modelling indicates that Athllon Drive will operate above 90% of its capacity by 2041. Growth in movement demand will need to shift to other more sustainable transport modes, including future light rail, rapid transit including buses and active travel. Transport infrastructure projects will need to prioritise modal shifts and enhance connectivity, road user safety and amenity. When mode shifts are achieved, infrastructure projects will focus on improved network operations. Large-scale road network augmentation projects are therefore not anticipated.

Future light rail from the City Centre to the Woden will be the most significant public transport project within Woden District in the coming decades. Bus services will remain the primary public transport service until completion of this light rail connection. Callam Street improvements and the new Woden interchange, Athllon Drive improvements and the new Woden bus depot are significant transport projects for the district that are currently in progress.

Roads and infrastructure planning and design should consider the blue-green network connections to promote wildlife-friendly crossings and thoroughfares.

Water sensitive urban design (WSUD)

WSUD and stormwater infrastructure have many broader social, recreation and environmental benefits in addition to their importance as drainage infrastructure. There are many areas where WSUD and riparian corridors can provide a multitude of outcomes, including as drainage lines and floodways, catering for wildlife habitat and connectivity, active travel and public access for passive recreation, as well as contributing to the amenity and aesthetics of the public realm.

The water quality network is limited due to the age of most stormwater infrastructure in the district and that the importance of water quality was not recognised until after the initial development of the district network scale improvements investigated within the ACT Healthy Waterways project included wetland pond projects in Mawson and Curtin to improve the quality of stormwater for the district as drained by Yarralumla Creek. There is a need to identify suitable sites for water quality improvement within infill and redevelopment areas. Further urban intensification will require additional development-scale WSUD measures to be implemented across the district through future private and government initiatives.

Stormwater

The ACT's stormwater network is based on pit and pipe infrastructure in local catchments for minor flows. Major flows are conveyed in road reserves, urban floodways and drainage channels to the surrounding creeks, rivers and lake networks. Rainfall estimates, design methods and design philosophies have changed since the majority of the stormwater network was designed, including allowances for the impacts of climate change. Climate change and increased impervious surfaces increases the demand on the stormwater network and the flooding hazard to the community.

Urban intensification adjacent to waterways and overland flow paths will require ongoing assessment of public safety and property risks. Risk assessment will need to consider opportunities to retain water in the landscape through the use of permeable surfaces and WSUD to manage water flows and allow water penetration to sustain vegetation and allow ground water recharge.

Woden has a moderate level of stormwater network constraints. Some land adjacent to Yarralumla Creek is subject to localised flooding that may require increased set-backs to be able to support further urban intensification.

Wastewater

Icon Water manages the wastewater (sewer) network. Key capacity constraints are known in Woden and are subject to planned major infrastructure upgrade projects in conjunction with other projects identified in the Inner North and City and Inner South districts.

Icon Water is currently assessing options for these upgrades to align with its overall wastewater system strategy, incorporating various scenarios of population growth as well as other future challenges for the network. These upgrades will likely be staged over coming years. The location of future urban developments will need to provide sufficient access and clearance for existing and new sewerage assets to allow Icon Water to continue safely providing these services and minimise impacts on the community.

Water supply

Icon Water manages the potable water supply network. Modelling indicates that the network is operating near capacity. Some existing reservoirs are also nearing the end of their functional lifespan. It is expected that the potable water supply network will require a reservoir upgrade in the medium term.

Population projections will be critical for long term infrastructure planning due to the long lead time required for establishing new reservoirs and water treatment facilities.

Electricity

Evoenergy operates the electricity distribution network within the ACT. Significant upgrading of the electrical energy system will be necessary with the phasing out of natural gas and the broader uptake of electric vehicles (EVs) thus resulting in higher electricity demand for heating and electric vehicles. Significant changes in the electricity system include embedded generation networks and other projects supporting the ACT Government's legislated target of achieving net zero emissions by 2045.

Additional zone substation demand is expected as a result of the significant changes in the electricity network and urban intensification. The Woden zone substation is operating near capacity. A new zone substation is being considered between Woden and Inner South within the next 10 years. Site selection is yet to commence for this project.

Further investigations are required to determine electricity network adjustments to support future proposed light rail to Woden. Battery storage systems may also become a business-as-usual part of the electricity network for new suburbs and major redevelopment areas over time.

Planned infrastructure upgrades

The ACT Government and utility companies are committed to providing the infrastructure needs of a growing city.

A summary of key planned short-term infrastructure upgrades for Woden is summarised in Table 8. This infrastructure pipeline will continue to evolve in response to district needs, government policy, budget allocation regulatory approvals and the required studies.

Table 8: Planned short-term infrastructure upgrades for Woden

Sector	Project	Development agency
Transport	Athllon Drive duplication	TCCS
Wastewater	Woden Valley sewer augmentation	Icon Water
Water supply	Reservoir upgrade	Icon Water
Urban infrastructure	Curtin north	NCA and SLA
Electricity	Woden zone substation upgrade	Evoenergy
Transport	Light rail City Centre to Woden infrastructure	MPC
Transport	Woden bus depot	TCCS
Stormwater	Mawson stormwater improvements	TCCS

Note: This table is current government initiatives at the time of publication. For an up-to-date version of the TCCS initiatives and projects refer to <https://www.cityservices.act.gov.au/Infrastructure-Projects>