

Southern Gateway

Draft Southern Gateway Planning and Design Framework

July 2026



ACT
Government

Acknowledgement of Country

 *Dhawura nguna ngurumbangu gunangu Ngunnawal.
Nginggada dindi dhawura Ngunnawalbun yindjumaralidjinyin.
Mura bidji mulanggaridjindjula.
Naraganawaliyiri yarabindjula.*

*This country is Ngunnawal ancestral and spiritual homeland.
We all always respect elders, male and female, as well as Ngunnawal country itself.
They always keep the pathways of their ancestors alive.
They walk together as one.*

The ACT Government acknowledges the Ngunnawal people as traditional custodians of the ACT and recognise any other people or families with connection to the lands of the ACT and region. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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- Attachment 1: Southern Gateway Community Needs Assessment
- Attachment 2: Service Trades (CZ3) Technical Paper

Minister's Foreword



Chris Steel MLA

Minister for Planning and Sustainable Development

Canberra's population is expected to reach 700,000 by 2050. This means Canberra will grow by almost 8,000 people each year, increasing demand for new housing across the city.

The ACT Government is addressing housing supply challenges as a priority by ensuring Canberrans have access to more housing, and housing choices, that are close to work, schools and transport.

The best place for more housing and increased density in our city is close to public transport and shops.

This is why a transit-oriented development approach has been adopted to plan for well-located housing in walkable neighbourhoods around key public transport stops and commercial centres in Canberra.

The Draft Southern Gateway Planning and Design Framework (the Framework) applies this transit-oriented development model to our city's Southern Gateway corridor in the Inner South and Woden Valley, which is served by the rapid bus network and, in the future, by an extension of Canberra's light rail network.

The Framework sets a long-term vision for the corridor to 2050 and beyond, and will guide integrated land-use and transport planning.

The Framework will guide change in the corridor, ensuring the corridor evolves thoughtfully and sustainably, respecting the heritage legacy and high design quality expected of an approach route to the Capital. This Framework is consistent with the Government's commitment to gentle densification. It builds on the Missing Middle Housing Reforms and implements Canberra's long-term planning strategies that support greater housing density near high-frequency transport corridors and commercial hubs.

The Framework proposes mid-rise housing closest to rapid transport stops and shopping centres, stepping down to existing low-rise housing in the suburbs. The Framework reserves high-rise housing for the Woden town centre and higher density housing for north Curtin. Affordable and social housing are also proposed in the corridor to ensure fair access to housing as the community grows.

More people living in these locations will see a greater uptake of public and active transport options, creating sustainable communities that meet the city's climate goals. Improvements to public transport services and active travel infrastructure will support this demand.

Transit-oriented development planning in this corridor is about more than housing and transport; it also involves planning for community and recreational facilities that support both new and existing residents. The Framework seeks to protect existing high-quality green spaces, enhance the existing landscape, parks and amenity, and provide additional green space for recreation. Proposed community and recreational facilities are also planned to meet the growing social needs as the population grows over the coming decades.

Transit-oriented development is being pursued in Canberra's Northern Gateway and in the south. It's a pattern of sustainable development that has been adopted in cities around the world and will ensure that, as our city grows, we stop urban sprawl into Canberra's nature reserves and maintain our renowned quality of life.

The government wants to hear the views of the community about how transit-oriented development should be planned and designed in the Southern Gateway corridor. This feedback will inform amendments to the Territory Plan, further precinct design in the corridor and infrastructure planning.



Community engagement

We want your feedback

The government is now consulting on this Framework. Your thoughts will help us inform the preparation of a final Framework. You can provide your feedback at:

- an online information session
- pop-ups at key locations along the corridor
- an online survey.

See further details on the ACT Government’s [YourSay](#) website.

Note to the reader:

It is necessary to use planning terminology in this planning document. Relevant planning terms are defined in the [glossary](#) at the end of the document.

Map boundaries included within this document should not be regarded as precise and are intended to inform more detailed planning.



What we have heard before

Between 2022 and now, the government engaged with communities across Canberra to inform reforms to the ACT planning system, district strategies, missing middle housing and Light Rail Stage 2B. Below are some of the key messages government heard from the community during these engagements.

2019–23 Planning System Review and Reform

This multi-year consultation program sought community and stakeholder input to modernise the ACT planning system, focusing on improving environmental outcomes, housing supply, and liveability. It explored how planning settings can better respond to climate change, growth pressures, and infrastructure needs. The Framework builds on this work by translating these strategic directions into a corridor-specific framework, supporting integrated land-use and transport planning, increased housing near transport and services, and improved environmental and landscape outcomes.

2025 Missing Middle Housing Reforms

This consultation examined reforms to enable more diverse ‘missing middle’ housing types in established suburbs, supporting housing choice while maintaining neighbourhood character. It also considered how design, landscaping, and infrastructure planning can respond to increased density. The Framework builds on this by supporting gentle densification in established areas, with a focus on well-designed mid-rise housing near transport and centres.

2025 Light Rail Stage 2B EIS

This consultation focused on the environmental, transport, and urban development implications of extending light rail to Woden, including corridor planning and integration with other transport modes. It highlighted opportunities to shape long-term growth around high-quality public transport. The Framework builds on this by applying a transit-oriented development approach to the corridor, aligning future housing and centres with rapid public transport, and improving integration with walking, cycling, and bus networks.

First Nations and Designing with Country

Canberra’s landscape holds deep cultural and spiritual significance for the Ngunnawal people, whose connection to Country spans thousands of years. The ACT Government acknowledges that Country has been altered due to development and that the broader landscape of this project remains culturally important including Yarralumla Creek, Molonglo River and Kurrajong Hill.

This Framework draws on the Designing with Country principles developed with Traditional Custodians, which focus on reflecting Country through landscaping. Where new landscaping along the corridor’s spine and potential enhancements to Yarralumla Creek are considered in this Framework, future designs should respect natural and cultural values, as well as ongoing practices. Recognising and embedding First Nations perspectives in planning is fundamental to reconciliation and enriches Canberra’s identity as a city connected to Country.

The government will collaborate with First Nations peoples through the ongoing design and development of the corridor.



Study area

The Southern Gateway corridor (Figure 1) encompasses part of Canberra’s Inner South and Woden districts. Located south of the City Centre and the Parliamentary Triangle, the corridor includes the Woden town centre, the Curtin and Mawson group centres, and nine local centres at Yarralumla, Deakin, Hughes, Swinger Hill, Lyons, Chifley, Pearce, Torrens and Farrer. The corridor includes the planned alignment for Light Rail Stage 2B to Woden town centre, along with rapid bus corridors extending south of Woden along Athllon Drive.

This Framework considers the corridor in the following three scales:

- **The corridor spine** – The main multimodal transport backbone covering Adelaide Avenue, Yarra Glen Drive, Callam Street and Athllon Drive. The spine connects major destinations from Parliament House to the study area’s southern edge of Torrens and Farrer. It is proposed to evolve from rapid bus transport to light rail over time.
- **The area of change** – Areas within 800 metres of rapid transport stops that are well placed for new homes, jobs, services and facilities, supported by good access to rapid and active transport.
- **The corridor study area** – The broader corridor study area including the corridor spine and the area of change as well as the surrounding suburbs that connect to the corridor spine via walking, cycling, micromobility and local buses.

The Framework divides the corridor into four distinct precincts. This allows the Framework to more effectively respond to the distinct character and identity of each area.

- **Inner South precinct** – Includes parts of Yarralumla, Deakin, Barton and Forrest.
- **Yarra Glen precinct** – Includes west Deakin, Curtin, Hughes and the future North Curtin Residential Area.
- **Woden precinct** – Includes Lyons, Chifley and parts of Garran, including Canberra Hospital, as well as the future north Woden development area, the Woden town centre and the Phillip service trades area.
- **Athllon precinct** – Includes Swinger Hill, Pearce, Torrens, Mawson and Farrer.

This Framework focuses on land-use and transport considerations for the corridor. The Framework will be supported by dedicated infrastructure and transport capacity studies developed concurrent to, and following implementation of, this Framework.

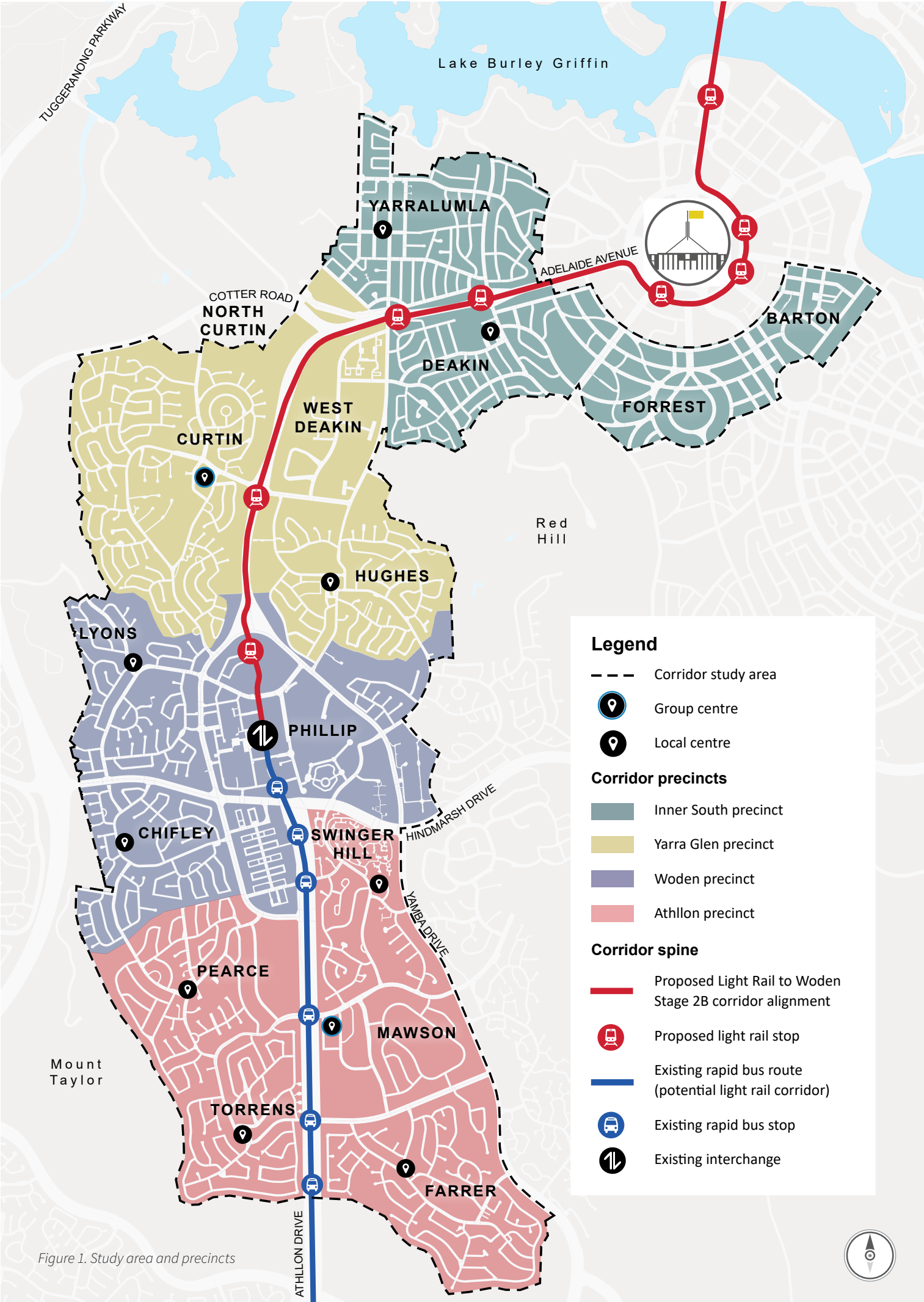


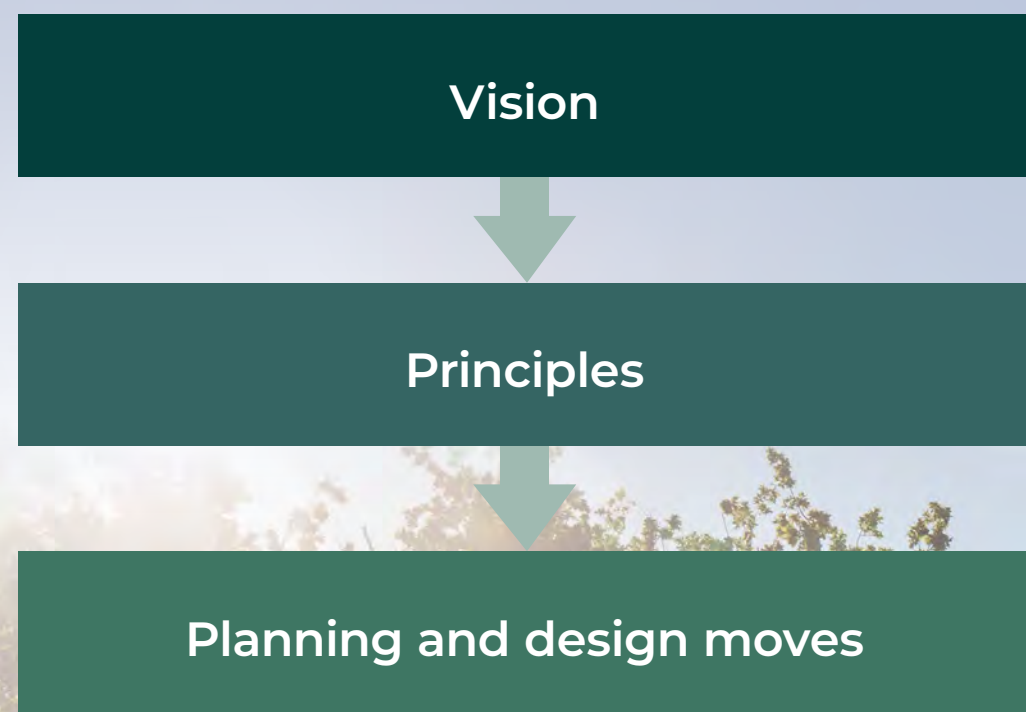
Figure 1. Study area and precincts



Framework Overview

The Framework uses a vision-led approach, beginning with a big picture vision for the corridor and working down to the details. The Framework comprises the following elements:

- **Vision** – A shared vision for the whole corridor, informed by community feedback and the corridor’s current conditions and future opportunities. The vision sets the direction to guide how the corridor will grow and change to 2050 and beyond.
- **Principles** – The principles set out the concepts for how the vision can be achieved. They are based on existing ACT planning and transport policy, and set out what matters most, like better transport, green spaces and housing choice, and will guide decisions across the entire corridor.
- **Planning and design moves** – The practical ideas for how the principles can be applied in the corridor to bring the vision to life. The Framework includes planning and design moves at the whole-of-corridor, precinct, and place scale.



The Framework establishes a vision for the corridor to guide future change. While it is not a statutory document and does not initiate change, it will inform future government decisions, such as amendments to planning controls in the Territory Plan, and will be taken into account during the review of District Strategies. See the [‘Indicative Implementation Pathways’](#) section for further information.

Vision

The Southern Gateway to the National Capital will provide more housing in walkable neighbourhoods supported by commercial activity in vibrant urban villages, close to rapid public transport connections, high-quality landscapes, and community and recreational facilities.

The corridor aims to realise the original Griffin vision for the built form of main avenues with residential intensification and commercial activity supported by public transport. The transport spine will become multimodal, supporting safe and efficient movement of pedestrians, cyclists and public transport users as a priority and freeing up the roads for the cars and trucks that need them.

Existing green open spaces along the edge of the transport spine present opportunities for enhancement, supporting Canberra’s identity as a city set within the landscape. Parts of Yarralumla Creek within this green space could be progressively improved and investigated for potential restoration to a more natural channel, where appropriate.

Behind the green edges, new mid-rise, human-scale housing will be supported in areas within walking distance of rapid transport stops, retail and employment centres. Renewal in these areas will be complemented by high-quality public spaces, more people-friendly streets, improved walking and cycling connections, and social and sporting infrastructure to meet the needs of the growing community.

Principles



Support delivery of more housing close to transport, centres, jobs, services and facilities.



Create walkable urban villages with easy access to daily needs.



Promote human-scale neighbourhoods through gentle densification.



Reimagine Adelaide Avenue, Yarra Glen Drive, Callam Street and Athllon Drive as a landscape-led, multimodal corridor spine, complementing the function of streets as places for civic life and activity.



Strengthen active travel connections between housing, rapid transport stops, centres, jobs, services and facilities.



Realise the corridor’s heritage vision.



Ensure access to social infrastructure including community and recreational spaces.



Protect and enhance nature in the corridor.

Planning and design moves

The following moves set out potential changes in the Southern Gateway corridor which support the corridor vision and principles. Each move is discussed in more detail later in this Framework. The numbering of the moves does not indicate priority or sequencing.

Corridor moves

1	Enable more housing close to shops and rapid transport stops.
2	Protect and enhance employment areas.
3	Integrate transport networks, balancing different user needs.
4	Transform the corridor spine to make it multimodal, safer and greener.
5	Enhance landscapes and places including the blue-green network.
6	Support access to social infrastructure for growing communities.

Inner South precinct

Place moves	
1	Plan for an urban village in Deakin.

Yarra Glen precinct

Precinct moves	
1	Support delivery of the North Curtin Residential Area.
2	Investigate the feasibility of a new intersection at Cotter Road and Yarra Glen Drive to improve traffic movement ('Mint Interchange').
3	Plan for future bus and light rail stops near the North Curtin Residential Area.
4	Investigate interchange opportunities between buses and light rail.
5	Protect and expand the Deakin District Playing Fields.
Place moves	
6	Plan for an urban village in west Deakin.
7	Plan for an urban village in Curtin.

Woden precinct

Precinct moves	
1	Create a new gateway at north Woden.
2	Renew public spaces in the Woden town centre.
3	Explore opportunities for placemaking and social infrastructure in the Woden town centre.
4	Investigate opportunities for new green space near Woden’s commercial core.
5	Protect and enhance the Phillip service trades area.
6	Strengthen connections between the town centre and Canberra Hospital.

Athllon precinct

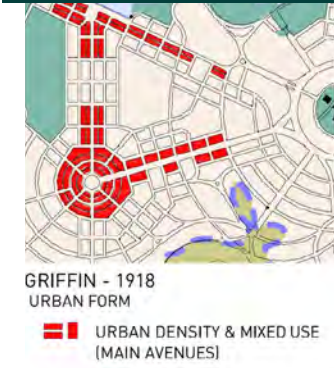
Precinct moves	
1	Enable mid-rise housing along the Athllon Drive edges.
2	Protect and enhance the Mawson District Playing Fields.
Place moves	
3	Plan for an urban village in Mawson.

Context

Evolution of the Griffins’ planning legacy

The Southern Gateway corridor reflects the evolution of Canberra’s planning approach. From the monumental beginnings of the Griffin Plan and the suburban expansion brought by the Y-Plan, this Framework seeks to define the next chapter of this corridor.

The Griffin Plan (1912)



The 1912 plan for the National Capital by Walter Burley Griffin and Marion Mahony Griffin envisioned a city structured around grand axial vistas, interconnected open spaces and district urban precincts defined by landscape.

Adelaide Avenue was conceived with a ceremonial approach, reinforcing Canberra’s function as a national capital and forming a key gateway between the Parliamentary Triangle and the emerging southern districts.

“The urban form of Griffin’s city was concentrated on the perimeter of the National Triangle along the Main Avenues and around the business centres at the junctions of the avenues. Building intensity gradually decreased away from the Main Avenues, buildings merging with landscape as the city reached the inner hills.” (Griffin Legacy, 2004)

The Y-Plan (1967)



The ‘Y-Plan’, adopted in 1967, established a network of self-contained satellite town centres radiating from the City Centre, each with its own commercial centre (town centre) and linked by multimodal corridor spines.

Adelaide Avenue, Yarra Glen Drive and Athllon Drive became the backbone of the southern branch of the Y-Plan, connecting the new town centres of Woden and Tuggeranong with the Parliamentary Triangle and City Centre.

The future of the corridor



Building on this legacy, as well as the aspirations of the ACT Planning Strategy 2018, District Strategies 2023 and ACT Transport Strategy 2020, the Framework will strengthen Canberra’s distinctive identity and planning heritage by incorporating key design and landscape elements from the Griffin Plan into the corridor.

A key focus is realising the future vision for Adelaide Avenue as a vibrant, multimodal corridor spine that better connects to local neighbourhoods in Yarralumla, Deakin, Curtin and Hughes. This also presents new opportunities for greater housing density close to the Adelaide Avenue spine, which will benefit from the accessibility and amenity provided by this infrastructure.

Policy context

The Framework has been prepared in alignment with key strategic and statutory planning policies that shape Canberra’s growth toward a more sustainable, inclusive and liveable future.

	National Capital Plan Sets the urban structure of the Territory and ensures Canberra is planned and developed in accordance with its national significance.
	ACT Planning Strategy 2018 Sets the vision for a compact and efficient city, including a target for 70% of new housing to be built within the existing urban footprint.
	Minister for Planning’s Statement of Planning Priorities 2025–2028 Highlights the need to plan for more housing near key precincts, shops and rapid transport connections. A key priority is the development of a Southern Gateway Planning and Design Framework.
	District Strategies 2023 Provides a 15-year plan to guide Canberra’s growth to 2038, focused on the integration of land use and transport planning.
	ACT Transport Strategy 2020 Articulates a long-term vision for creating a modern, sustainable, multimodal transport system in Canberra that reduces reliance on private cars.
	Territory Plan 2023 The ACT’s statutory land-use and development framework that supports designed, outcomes-focused development.
	ACT Climate Change Strategy 2019-2025 Outlines how the Territory will transition towards net-zero by 2045, with a strong focus on transport emissions and buliding climate resilience.

Current conditions and future opportunities

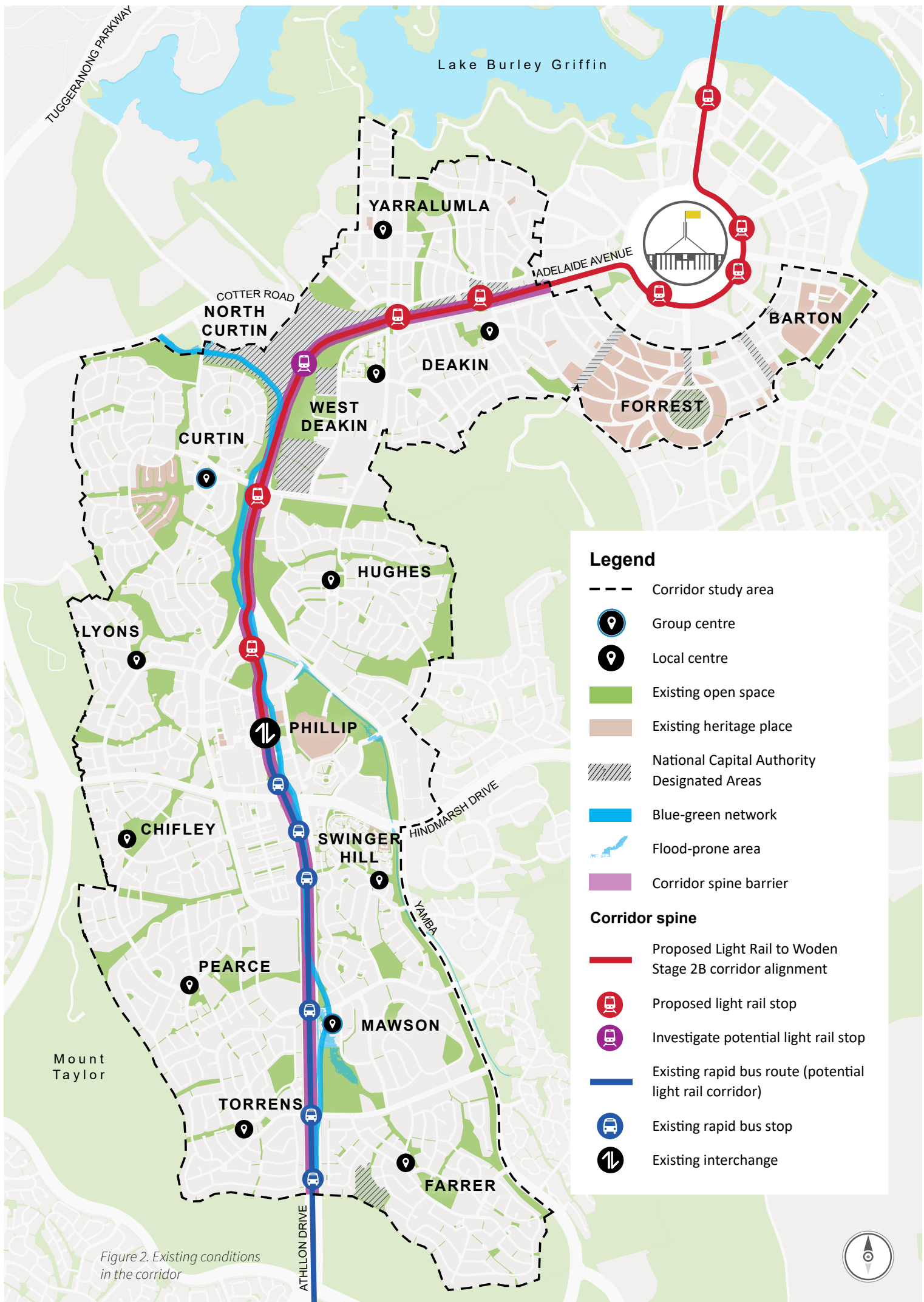
The corridor presents a range of factors that will influence how a safer, more connected, and inclusive environment can be delivered. While not exhaustive, this section highlights the most important elements shaping the Framework. These are grouped into current conditions, which describe the existing context, and future opportunities, which identify where improvements can be made over time.

Current conditions

A high-speed road barrier	Large parts of the corridor spine function as a high-speed motorway with large on/off ramps and limited crossings. This creates a barrier for pedestrians and cyclists, impacting safe and convenient access to services, schools and community facilities.
Balancing different transport user needs	The corridor spine currently prioritises free-flowing car traffic. There is limited safe pedestrian and cycling infrastructure along Adelaide Avenue. Proposed new light rail stops will bring people closer to the corridor spine. Changes to road design could better balance the needs of different transport users.
Limited development sites along the corridor spine	The corridor spine at Yarra Glen Drive and Adelaide Avenue would require substantial infrastructure changes to enable development along the corridor. Dedicated infrastructure and transport capacity studies are underway and will inform more detailed analysis of infrastructure needs, feasibility and potential upgrade costs.
Diplomatic estates	Several diplomatic sites have strict land use controls set out under the National Capital Plan. These sites will continue to be used for diplomatic purposes and nearby development will need to consider this context.
Difficult terrain and grade separation of stops along the corridor spine	Proposed light rail stops at Hopetoun Circuit, Kent Street and Carruthers Street will need to be grade-separated due to steep slopes and the current road layout. While providing wider and safer pedestrian and cyclist crossings of Adelaide Avenue, these features increase the complexity of delivering new development along the corridor.
Flooding of Yarralumla Creek	Yarralumla Creek runs through large parts of the corridor spine. It is prone to sudden surges and high water volumes during big storms, posing safety and engineering challenges when considering the creek corridor as an engaging, active urban open space.
Low amenity open space along Yarralumla Creek	Much of the open space along the Yarralumla Creek is underutilised and lacks quality recreational infrastructure, reducing its value to the community. It currently has low quality biodiversity and ecological values.
Balancing biodiversity with development opportunity	While biodiversity and urban development present opportunities individually, balancing these two components within the corridor is an important consideration, particularly related to planning approvals and reflecting community priorities.

Future opportunities

	Reimagine the corridor's spine as a multimodal transport corridor between new and existing destinations	The corridor's spine could shift from being a high-speed motorway to a multimodal transport corridor with a safe environment, better walking and cycling paths and future light rail that links existing, new and reimagined destinations.
	Enhance cross-corridor access between rapid transport stops and urban villages	Connections between rapid transport stops and centres could be strengthened, with new development along these connections supporting mixed-use, convenient shopping and the evolution of high-amenity urban villages across the corridor.
	More well-located housing near transport stops and centres	People want to live close to transport, shops and services, but many of these well-located areas are currently dominated by low-density housing. This creates an opportunity to provide more diverse housing in locations that are well connected.
	Integrate Yarralumla Creek into a blue-green network	With thoughtful design, Yarralumla Creek and surrounding open spaces could be reimagined into high-quality recreational areas that connect nature and people and help biodiversity thrive.
	Improve public realm amenity in new developments	New and enhanced parklands, open space and amenity could be delivered in conjunction with new development, recognising the value of a high-quality public realm across the corridor.
	Access to social infrastructure	Development could prioritise access to social infrastructure to meet community needs of a growing population, including community and recreational facilities.
	Revitalise the Woden town centre	The Woden town centre is revitalising rapidly, with several significant government projects underway and private-sector proposals that provide opportunities for place making and new community spaces.



Conversation Starter

- How could the corridor design be improved to support all modes of transport?
- Do you have any suggestions for how the heritage vision of this corridor can better be reflected in the design of the corridor?

Corridor Moves

1 Enable more housing close to shops and rapid transport stops

Focusing new housing near rapid transport stops and centres provides residents with access to a range of transport options, including public transport, walking, cycling and micromobility. This approach, known as transit-oriented development, promotes sustainable growth and supports vibrant, connected communities.

Benefits for everyone

- More people living near public transport supports greater ridership, which in turn supports improved public transport services and less traffic congestion.
- Gentle densification through mid-rise and low-rise missing middle housing supports the sustainable growth of the city, reducing urban sprawl.
- A diverse range of housing choice supports Canberrans in need of suitable housing including younger families and older Canberrans.
- Active travel encourages safer streets, vibrant street activity and passive surveillance, supports better physical and mental health, and reduces transport costs.
- Well-located shops and services encourage increased foot traffic and potential economic benefits.

- Shorter commutes, greater transport choice, convenient access to public transport, shops and services and a well-designed, easy-to-navigate environment contribute to an improved quality of life for residents.

Where housing will go

Figure 3 shows how gentle densification can provide new housing:

- Within 800 metres of rapid transport stops.
- Within 1,000 metres of Woden town centre, 800 metres of group centres (Curtin and Mawson) and 400 metres of local centres.
- Mid-rise housing will be concentrated near rapid transport stops and centres, with building heights gradually stepping down to integrate with surrounding suburbs.
- High-rise housing will be reserved for the Woden town centre area and higher density housing for North Curtin Residential Area.

A range of housing scales is appropriate within the corridor. Mid-rise housing is suitable around activity centres and in close proximity to proposed light rail stops and rapid bus stops. Higher-rise housing is appropriate within the Woden town centre.

New housing opportunities in the corridor will not be realised immediately. Instead, change will occur over the coming decades to meet the needs of the community as it grows.

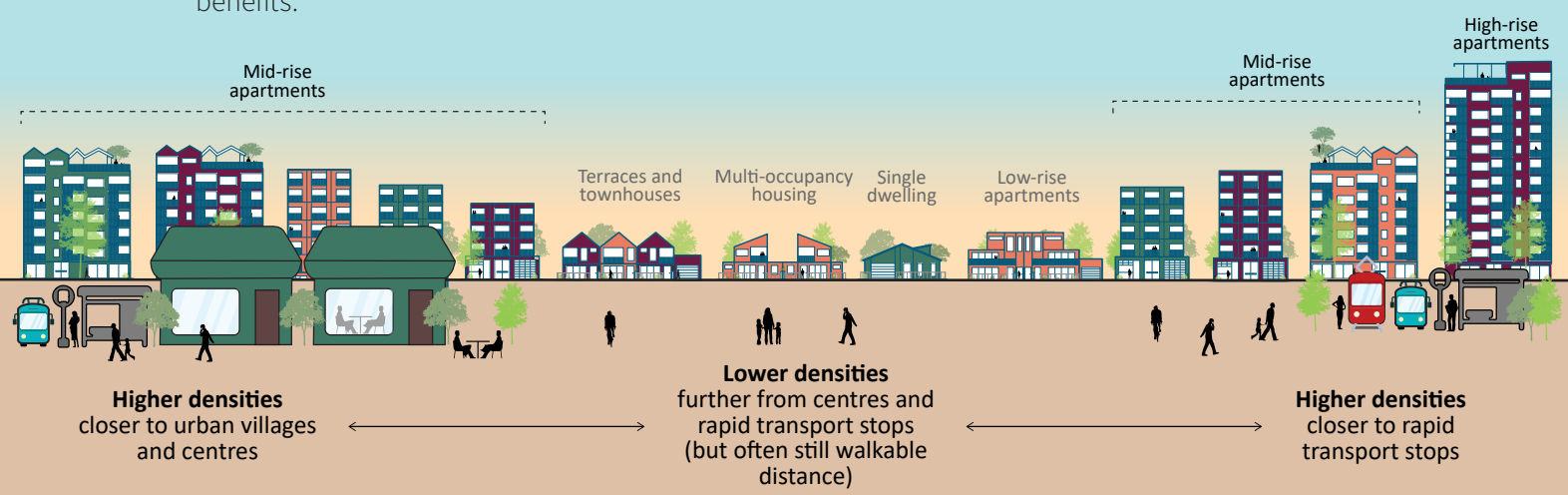


Figure 3. Appropriate housing scales within the corridor

This Framework supports new housing in the following areas, which are identified in the map at Figure 5:

- **Potential housing opportunities** – existing residential areas close to shops and rapid transport stops.
- **Urban villages** – the areas in and directly around centres close to rapid transport stops where mid-rise housing is most suitable.
- **Town centre** – the continued revitalisation of Woden town centre as a mixed-use area with new housing opportunities to support activity and the centre’s ongoing viability.
- **Future development areas** – new estates in the North Curtin Residential Area and north Woden are planned.
- **Urban development investigation areas** – further technical studies are required to determine if residential development may be suitable, including west Yarralumla and the Athllon Drive edge.

Affordable housing in the corridor

Improving access to affordable housing, especially for those on lower incomes, is an important social determinant of societal wellbeing. There is an opportunity in the Southern Gateway corridor to plan for affordable housing in areas with good access to local shops, amenities and high frequency public transport.

The ACT Government will support the supply of affordable, community and public housing in the Southern Gateway corridor and across the Territory.

Any sites in the Southern Gateway corridor that are released by the government and are suitable for residential development will be considered for inclusion of affordable, community and public housing.

The government will also seek to examine further opportunities to encourage affordable, community and public housing on leased land through inclusionary zoning reform and incentives. This may include temporary reductions on lease variation charges (LVC) for social and affordable housing and may require or encourage developers to include affordable housing as part of precinct-scale residential developments.

These initiatives will help to increase affordable housing supply, access and choice to meet the housing needs of the community in the southside.

Good design

High-quality design will continue to be a central objective for development within the corridor. The Housing Design Guide and the Missing Middle Housing Design Guide will remain the primary reference documents guiding the delivery of well-designed housing.

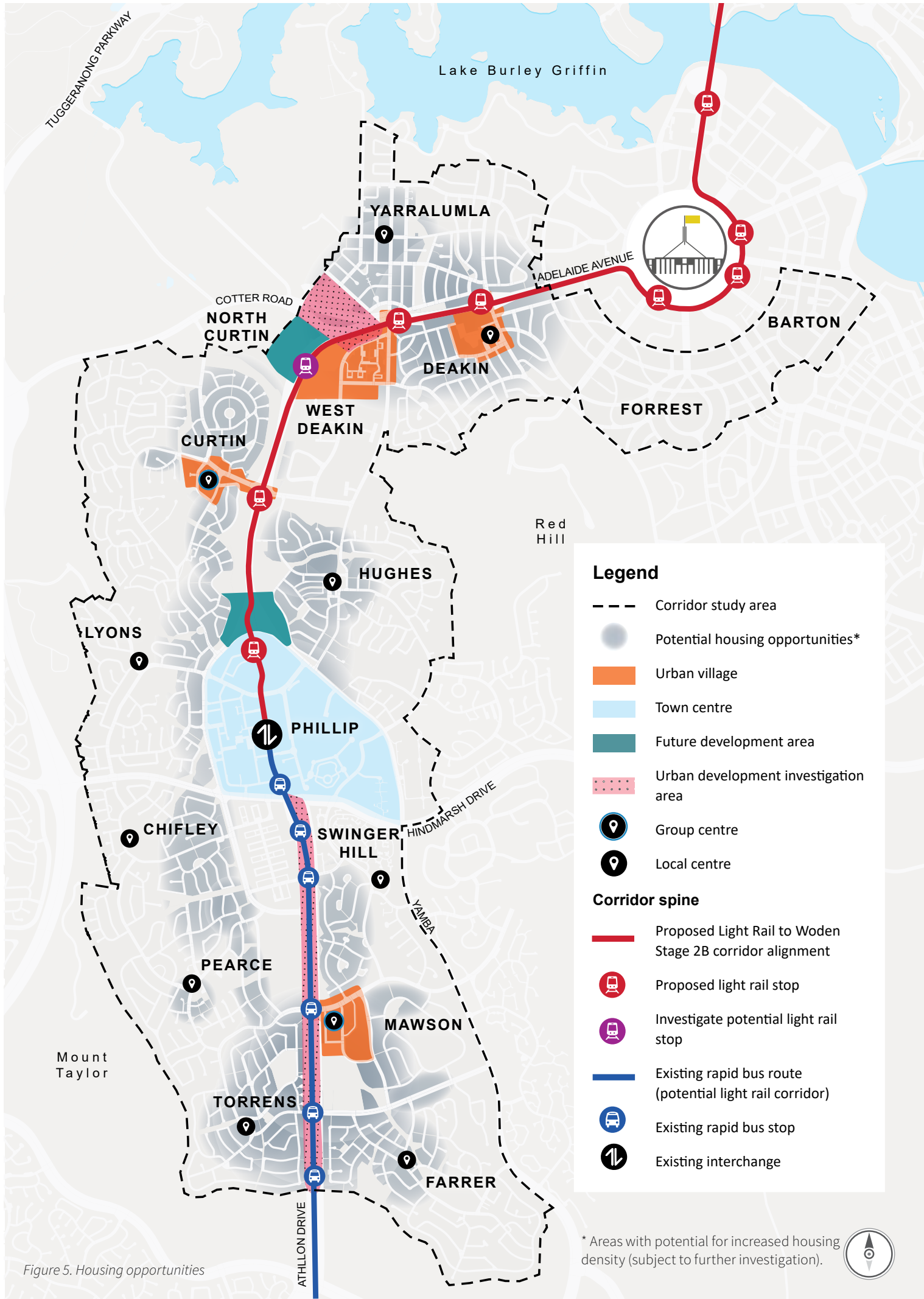
In addition to the existing requirement for residential development exceeding five storeys to be reviewed by the National Capital Design Review Panel (NCDRP), further design scrutiny is proposed for mid-rise residential development located directly adjacent to Adelaide Avenue. This additional design review reflects the importance of Adelaide Avenue as a key approach to the National Capital and the need for development along this corridor to demonstrate an appropriately high standard of design quality.

Coordinated delivery

A renewal authority, multi-agency program or similar governance coordination model will be established to lead and coordinate renewal projects along the corridor, ensuring that upgrades to public spaces and infrastructure occur in tandem with new development. See the ‘Implementation agencies’ section for further detail.

Figure 4. Mid-rise housing in Deakin





Conversation Starter

- We need to create more homes in Canberra to support a growing population. What suggestions do you have to ensure we protect and celebrate the unique character and liveability of the suburbs in the corridor as more housing is built?

Protect and enhance employment areas

Connecting housing and rapid public transport stops with employment generates a number of benefits including improved access to diverse employment opportunities, reduced travel time and enhanced business growth within the corridor.

The Southern Gateway corridor connects several major employment clusters including Barton, west Deakin, Curtin group centre, Canberra Hospital, Woden town centre, Phillip service trades area and Mawson group centre. In fact, three of the ACT's top 10 employment clusters identified in the ACT Planning Strategy 2018 – Woden, Barton and Canberra Hospital – are within the corridor. The proposed Stage 2B light rail extension will create a continuous corridor linking these key employment centres, residential areas and community services.

This Framework envisions these clusters grow, with more floor space available for employment; this growth will support broader renewal objectives along the corridor and ensure it remains a vibrant place, both day and night. While job opportunities will be supported across the corridor, employment efforts will be focused in key areas.

Speciality employment precincts

Speciality employment precincts have a unique value that is distinct to traditional centres. The Framework recommends supporting the renewal of west Deakin and the Phillip service trades area (Figure 8) as speciality employment precincts within the corridor. Both precincts will continue to function as key employment hubs while offering opportunities for complementary uses that enhance their role and character.

West Deakin will be a high-amenity health-based employment precinct, building on its concentration of health services with an accessible and walkable grid structure, open space and pedestrian access to proposed light rail. The existing cluster of health uses including Calvary John James Hospital and associated allied health services will continue to be supported to promote community wellbeing.

Phillip service trades area, will also transform into a high-amenity employment hub with improvements to public amenity and safe pedestrian access to rapid transport stops. Phillip service trades area is an important location for light industrial and urban services uses and lower-rent spaces for retail, office, community and recreation uses. It is recommended that future development face onto Athllon Drive to foster enhanced connectivity and community life within the precinct and broader corridor.

The Framework also supports improved active travel and public transport connections between the new Woden Interchange and the Canberra Hospital, as well as a review of planning controls to support future employment growth.



Figure 6. Canberra Hospital, west Deakin and Phillip service trades area will be speciality employment precincts

The town centre

Woden District has existing access to employment, being centrally located within Canberra and within proximity to the City Centre and key employment areas in the Inner South. These opportunities will be enhanced as the town centre develops as an educational and commercial hub, facilitated through the new CIT campus, connections to the Canberra Hospital precinct and new Woden Interchange. Future collaboration with property owners and businesses will also be an opportunity to enhance economic activity and vitality in the town centre mixed with new residences.

Urban villages

The corridor includes several centres within walking distance of the rapid public transport network along the corridor spine. Their convenient access to transport, services and amenities make them a great place to live, work and socialise. Within the corridor, Deakin local centre and Curtin and Mawson group centres will grow into walkable urban villages. West Deakin will also be supported to evolve into an urban village, through support for services and amenities that facilitate its use as a specialist employment precinct with a health focus.

Shop-top and shop-adjacent housing in these centres, combining homes above or near commercial uses, provides an opportunity to encourage the renewal and vibrancy of the corridor's group and local centres.



Figure 7. Artist's impression of proposed light rail at Woden, the Woden Interchange and CIT Woden (iCBR)

Opportunities include:

- supporting residential uses alongside commercial development to encourage investment in the renewal and improvement of ageing or underutilised commercial buildings
- increasing the number of people living in and around centres, helping to strengthen foot traffic, social vitality and economic viability of local businesses
- enabling residents to live within walking distance of supermarkets, cafés and essential services, improving quality of life and helping to reduce transport costs
- leveraging strong public transport connections at group centres to support access to other parts of Canberra and help reduce car reliance and congestion.

Local opportunities for these urban villages are described in further detail in the relevant precinct chapters of this Framework. Early concept plans are presented in these chapters to help guide future investment and design decisions in these urban villages, ensuring they are convenient and vibrant places that will support future housing and employment growth in the corridor.

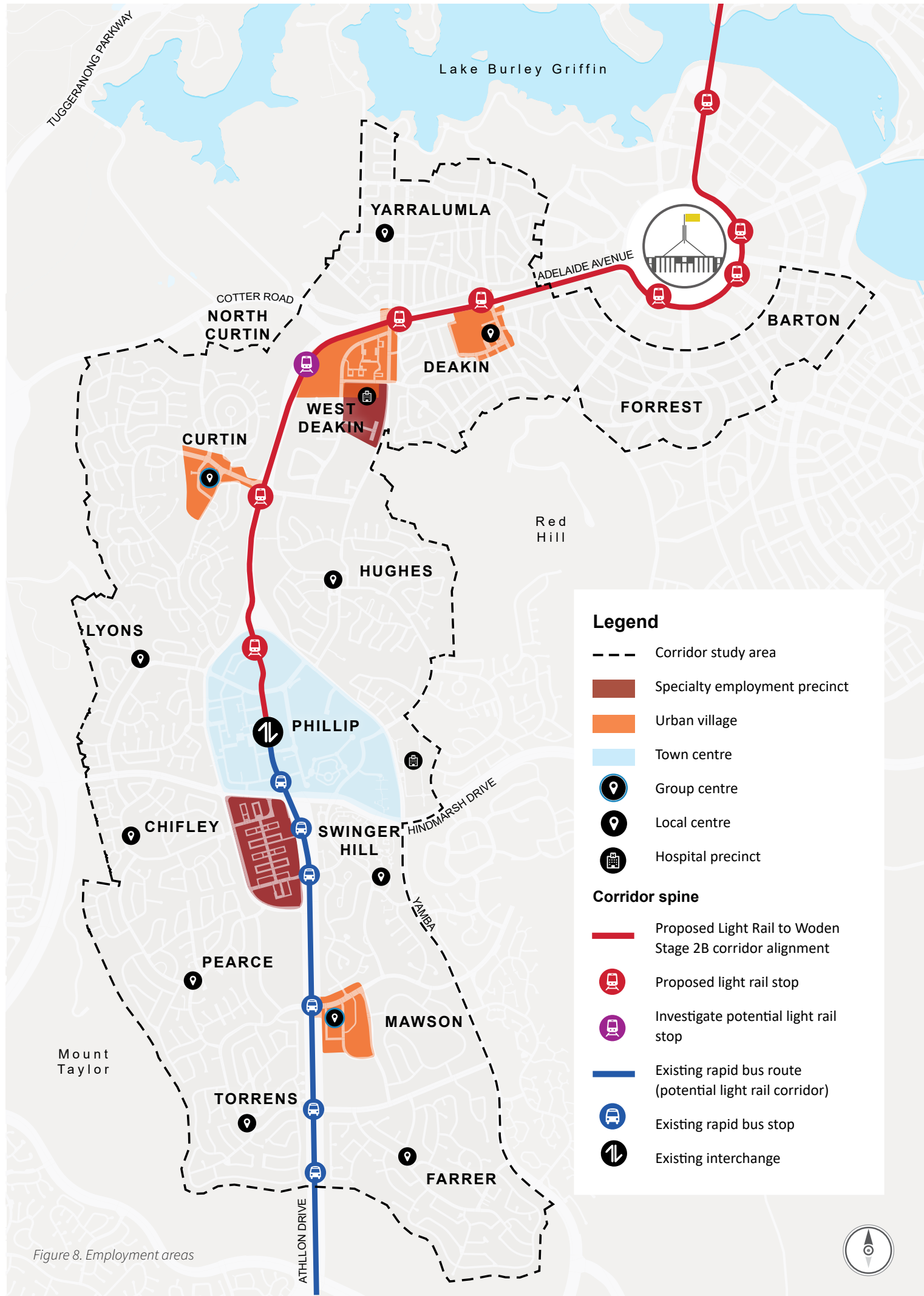


Figure 8. Employment areas



Conversation Starter

- Employment areas in the Southern Gateway play an important role in supporting local jobs and services. How would you like to see employment precincts (Commercial zones) evolve over time to create more vibrant, accessible and attractive places for workers, visitors and businesses?

3

Integrate transport networks, balancing different user needs

As Canberra grows, people moving into and through the city will increase. To better understand the needs of different transport users in the corridor, a Southern Gateway Transport Corridor Assessment (Corridor Assessment) is being prepared. The Corridor Assessment will look to validate the transport recommendations and options identified for the corridor and establish a pathway to achieving the vision set out in this Framework. That is, to transform the corridor spine into a multimodal movement corridor that is easy and safe to move through and across by walking, cycling, micromobility, public transport and driving.

Promote active travel

This Framework puts people first to deliver the ACT's transport user hierarchy (Figure 9). It creates safer streets for all users, especially vulnerable users. The Framework recommends supporting more active travel options for people of all ages and abilities, better public spaces and streets designed for people, not just cars.

Active travel matters because walking, cycling and micromobility keep the city cleaner and less congested. Active travel networks are vital to connect people with public transport stops. The Framework supports a high-quality active travel with protected cycle infrastructure and shaded streets and avenues to improve mode-shift, wellbeing and make the corridor more liveable.

The future of micromobility will include more than shared bikes and scooters; a range of assistive devices will have an important role to support the ageing population and people with disability while also reducing car dependency.

Balance user needs

While people and active travel will be prioritised in the corridor, the Framework recognises the corridor's role in efficiently moving people through the city, particularly along the corridor spine. Public transport, including light rail and bus, is the most space-efficient way to move people through an increasingly congested corridor. The Corridor Assessment will test the impact of implementing changes to the corridor design in the Southern

Gateway over time and will inform the detailed approach to be set out in the final Framework.

Parking supply and management are being addressed through the Southern Gateway Transport Corridor Assessment, which will consider parking as part of a broader multimodal access and demand management.

Figure 9 demonstrates how user needs in the corridor will be balanced to achieve the aspirations of this Framework.

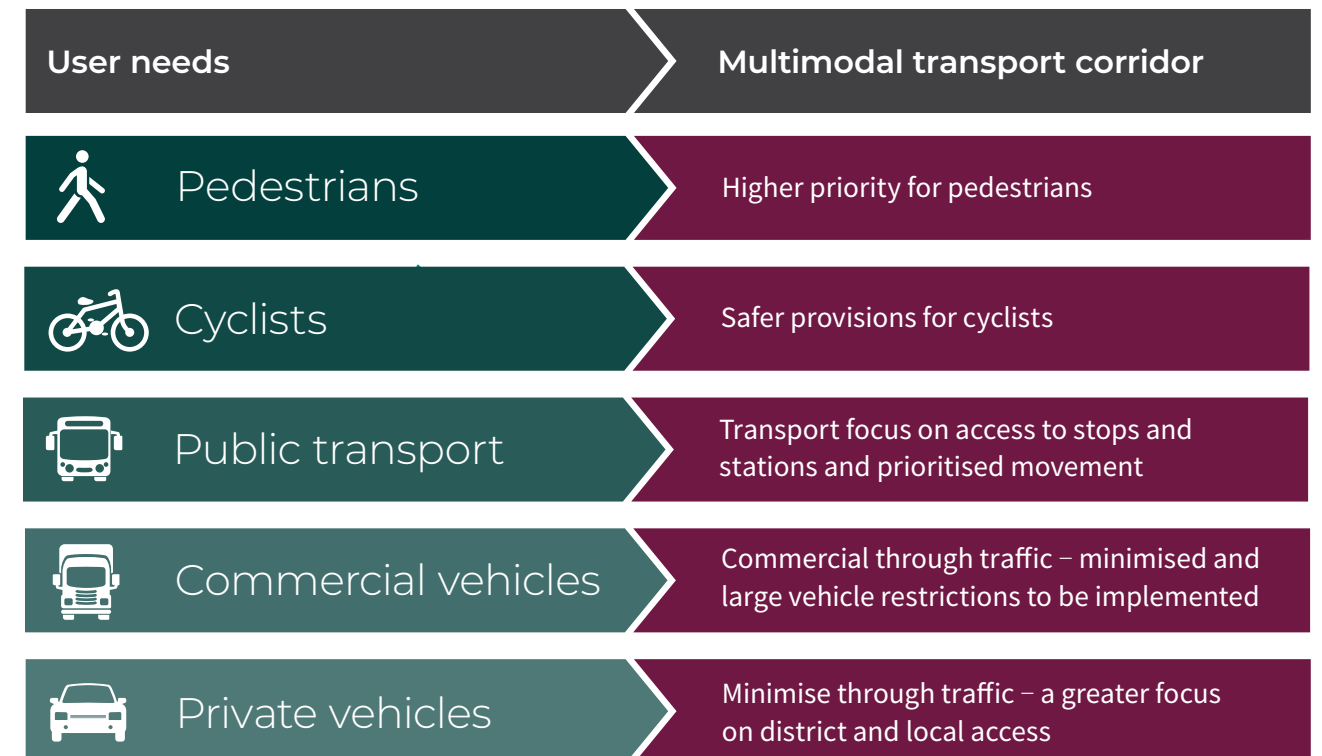


Figure 9. Balancing user needs in a multimodal transport network

Make the transport corridor multimodal

The corridor is envisioned to connect proposed light rail, buses, walking, cycling, micromobility and private vehicles into an integrated system that supports both access and movement. Key goals are to:

- design streets for people and local activity
- support renewal areas with strong transport links
- encourage public transport usage by providing supporting infrastructure such as Park and Ride facilities at key rapid transport stops and bike parking at other key stops

- support the safety of pedestrians
- create safe, convenient multimodal travel that favours user experience and integration within the broader network
- reduce through-traffic by encouraging use of orbital links, such as Tuggeranong Parkway, as public transport upgrades are delivered.

Figures 11 and 12 illustrate the existing and future elements of the transport network within the corridor, showing how different modes may come together as part of an integrated multimodal system. Final alignments and network changes will be confirmed through the Corridor Assessment.

Benefits of integration and multimodal network planning

- Safer streets.
- More travel options.
- Better public transport reliability.
- Support for last-mile freight.
- Healthier lifestyles.
- Improved urban environment, lower greenhouse gas emissions and support for net-zero transition.

Public transport priorities

- Increase the reliability and capacity of proposed light rail and bus services.
- Integrate light rail and bus services, with new stops that allow transfers from buses to light rail services at key interchange points.
- Keep key southern rapid bus routes running through to the City from Molonglo Valley, Weston Creek and Tuggeranong.
- Maintain eastern rapid bus links for Canberra Hospital and Inner South.
- Investigate new and expanded Park and Ride facilities at Curtin, Mawson and Weston Creek as regional intercept hubs.

Active travel priorities

- Support a protected City-to-Woden commuter cycleway, including protected cycleway infrastructure along Adelaide Avenue, complementing the existing protected cycleway on Yarra Glen Drive.
- Design Adelaide Avenue to accommodate active travel and improved landscape with trees in the median and verge.
- Connect proposed light rail and rapid bus stops with accessible local paths within 400–800 metres.
- Improve paths with landscaping, lighting and safer crossings.
- Add traffic calming and speed reduction structures in local streets.
- Provide bike storage to encourage cycling and intermodal interchange.
- Include micromobility services.

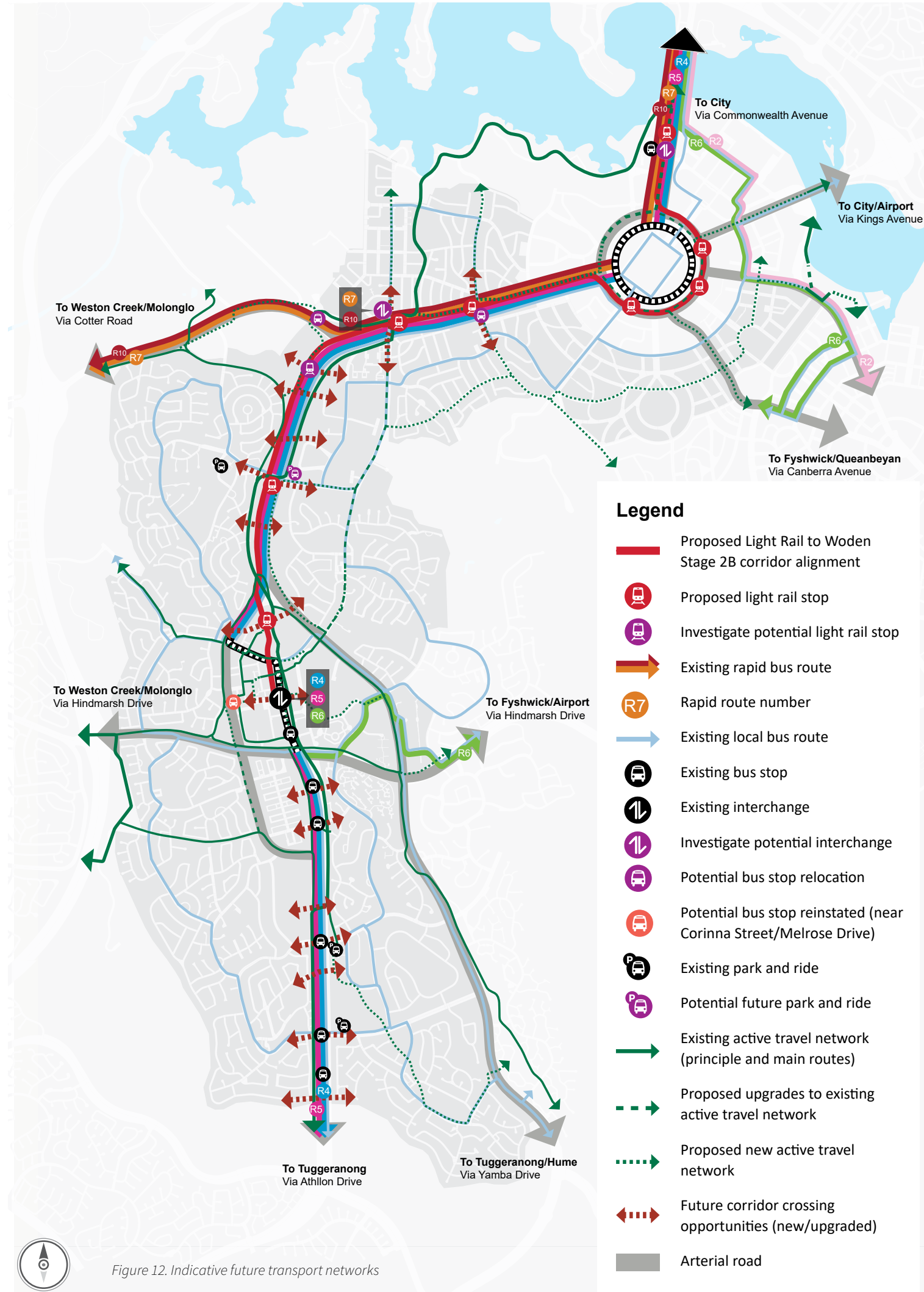
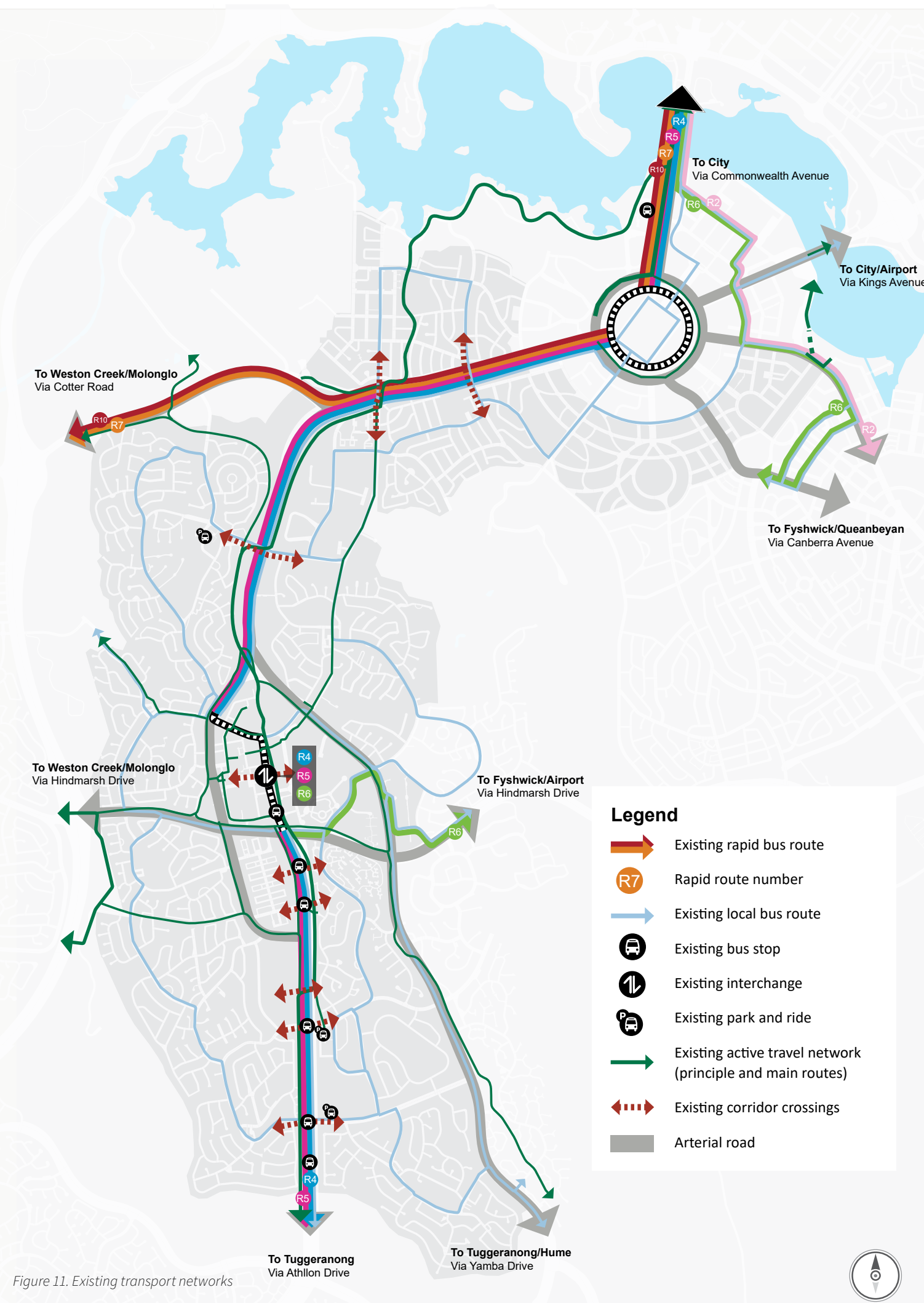


Figure 10: Potential future opportunities for a multimodal, safer and greener Adelaide Avenue



Conversation Starter

- What would make it easier and/or more appealing for you to walk or cycle to your local shops, community facility or transport stop in the corridor?
- Where would you like to see walking or cycling link improvements prioritised in the corridor? Why is this needed?
- Would a protected cycle lane on Adelaide Avenue encourage you to take up cycling in the corridor?



4

Transform the corridor spine to make it multimodal, safer and greener

Large parts of the corridor spine operate like urban motorways; it is characterised by fast traffic and few, if any, safe crossings. With Light Rail Stage 2B proposing five new light rail stops along the corridor, these roads can become safer, greener, more connected places. The following will help achieve this:

- **Design the streets to accommodate people as well as cars** with narrower traffic lanes to make space for walking and cycling paths, new landscaping and more safe crossing points.
- **Separated, safe walking and cycling paths** that connect the Inner South and Woden to the City Centre and Parliamentary Triangle more directly.
- **Improved cross-corridor connections** to help better link communities in the corridor and improve access to recreation and open space.
- **Landscape-integrated design**, including potential street tree planting along the median and road edges to create a green corridor and reinforce Canberra's identity as a city in the landscape.
- **A high-quality built form** along the corridor edge.
- **Mid-rise housing development** in appropriate locations along the corridor to support activity and public transport with high-rise housing reserved for Woden town centre and higher density housing for North Curtin Residential Area.
- **Public forecourts** around light rail stops to create welcoming spaces for arrival and movement.

This Framework recommends that a reimagined, landscape-led corridor spine will have four distinct character areas that reflect the neighbourhoods and natural features of the surrounding precinct.

Figure 13. Artist's impression of Hopetoun Circuit light rail stop (iCBR)



The main avenue – Adelaide Avenue

Adelaide Avenue was originally conceived in the Griffin Plan as a formal, tree-lined and active boulevard with dense development along the public transport corridor, serviced by light rail. The Framework seeks to take steps to realise this vision by reintroducing key design elements that reinforce its role as a main avenue and approach route to Parliament House.

The parkland boulevard – Yarra Glen Drive

Yarra Glen Drive is envisioned as the parkland boulevard, a greener, more urban section of the corridor. The existing recreational parkland edge, with Yarra Glen Drive flanked by the Yarralumla Creek blue-green network to the west and the Deakin District Playing Fields to the east, will be protected and enhanced to create a more attractive environment for active travel. Denser development at west Deakin and the North Curtin Residential Area will signify the approach to the town centre.

The humanised urban centre – north Woden and Callam Street

The transport spine along north Woden and Callam Street will be humanised, purposefully prioritising the pedestrian experience and public transport in the town centre. At north Woden, the light rail alignment will divert from the road to the blue-green network between Phillip Oval and Canberra College. New higher density development and a pedestrian boardwalk in this area will create a new gateway into Woden.

The middle of Callam Street will continue to be dedicated to public transport, with the Woden interchange providing safe and convenient bus and light rail access in the heart of the town centre.

A large-scale formal planting approach will be adopted to increase canopy cover from current low levels and soften the gateway to Woden at Yarra Glen roundabout.

Private development on leased land provides an opportunity to turn existing concrete structures and asphalt car parks into new mixed commercial and residential development that delivers improved canopy cover and a higher-quality public realm.

Efforts to soften Woden's concrete and asphalt design legacy should continue, building on successful placemaking and landscape design outcomes on Bradley Street (undertaken by Scentre Group) and the establishment of the Woden CIT Campus western and northern plazas.

A new park fronting Matilda Street will provide another opportunity to bring green space into the town centre on leased land. Similarly, redevelopment of the large asphalt surface car park in north Woden provides an opportunity to transform part of the site into a new urban park through its release and redevelopment, supported by replacement structured car parking.

The nature avenue – Athllon Drive

Athllon Drive will become the nature avenue, with native plants and views of Mount Taylor transitioning out of the urban core. It will be characterised by a continuous, nature-based landscape extending the character of Mount Taylor and Farrer Ridge nature reserves up to the town centre. Native landscaping will replace dense thickets of invasive exotics (including white poplar) along Yarralumla Creek, softening the interface with new mid-rise development along the corridor.

Enhance landscapes and places including the blue-green network

Important green spaces such as Yarralumla Creek are located in the corridor. This Framework recommends protecting and improving the natural landscape and active open spaces in the corridor, recognising these assets as 'places' in themselves with historical and cultural meaning.

Investigating opportunities to enhance the blue-green network

Yarralumla Creek runs along the northern and eastern edges of Curtin through the Yarra Glen precinct. This blue-green network forms an important north-south connection, particularly as it flows directly through the heart of Woden town centre (Figure 16). While the creek itself is currently a low-amenity concrete channel, the surrounding green space is well used and valued as a parkland and active travel corridor.

There is an opportunity to enhance significant parts of Yarralumla Creek and surrounding open space to improve its environmental function, recreational value and connection to nearby neighbourhoods.

This Framework supports opportunities to further investigate options to:

- restore parts of Yarralumla Creek, considering improved design quality, amenity, function and safety
- improve active travel paths/boardwalks and landscaping along the creek edges
- plant more trees and create shaded walking and cycling paths
- design with Country principles, in partnership with Traditional Custodians
- relandscape existing blue-green corridors with native species
- integrate the blue-green grid into new development, with the potential for the future developer to fund upgrades to relevant portions of the creek
- soften sections of the creek channel edges to capture and treat stormwater.



Figure 14. A couple walking their dog around Lyneham wetlands

Planning for a changing climate

The Woden Flood Memorial at the southern edge of Curtin is dedicated to the memory of seven young people, including four children, who lost their lives in floods on 26 January 1971. It serves as a reminder of the danger of Yarralumla Creek in torrential rain and flash flooding events.

Climate change is predicted to increase the frequency and intensity of these events. Consideration for heat mitigation, flood risk and biodiversity within the corridor will be essential. Any changes to the current design of Yarralumla Creek as an engineered concrete channel must address community safety and stormwater function as a primary concern.

Protecting heritage in the corridor

The corridor has strong historical and cultural importance that is connected to the natural landscape. Located on Ngunnawal Country, Adelaide Avenue was part of the Griffin Plan, linking the Parliamentary Triangle to Canberra's southern suburbs. Its wide median reflects the city's symbolic and ceremonial design of the City Beautiful movement. However, later changes to design and implementation by the National Capital Development Commission (NCDC) and its predecessors meant that formal avenue planting was not achieved, nor the intended relationship between density, activity and public transport along the main avenue. The geometry and business centre at the junction of the main avenues at Clianthus Circle was also not realised (Griffin Legacy).

This Framework intends to:

- respect and realise a contemporary interpretation of the Griffin Plan vision for the corridor, restoring the vision for its landscape character and urban form
- respect prominent national buildings within the corridor by protecting vistas to Parliament House and minimising the impact of neighbouring development on the Lodge and Royal Australian Mint
- provide for high-quality residential development of a scale and character appropriate to the setting of Parliament House and the Main Avenue roles of Adelaide Avenue and State Circle
- protect the heritage values of the Curtin Radburn Precinct and places such as Callam Offices, as well as other significant places and precincts within the project boundary
- recognise that works affecting registered heritage places are subject to *Heritage Act 2004* provisions and require Heritage Council endorsement, in accordance with the registered significance of the place, applicable heritage guidelines, council policies and any approved conservation management plan
- honour First Nations connections to the land through Designing with Country principles
- ensure Aboriginal cultural heritage is appropriately understood and protected through a potential future cultural heritage review of the Southern Gateway corridor investigation area.

Figure 15. An example of an existing water ecology park in the ACT





Figure 16. Blue-green network map

6

Support access to social infrastructure for growing communities

As the population in the corridor grows, it is critical that people have adequate and convenient access to facilities and services that enable communities to thrive.

Social infrastructure are the places and services that help people live healthy, connected lives including:

- schools and hospitals
- parks and playgrounds
- libraries and community centres
- sport and recreation facilities.

These places help people learn, stay healthy, meet others and access important services. Without them, cities lack community cohesion.

How social infrastructure is planned

A mix of data and analysis is used to understand what social infrastructure may be needed. This creates a strong starting point, but planning isn't just about numbers. Every community is different and planning for social infrastructure must be guided by conversations with the community.

The Southern Gateway Community Needs Assessment has been prepared and is attached to the Framework to spark conversations about the spaces and services the community values. Feedback will help the government decide what facilities are needed in the corridor and when.

Social infrastructure in the corridor

The corridor currently has a mix of social infrastructure including parks, play spaces, community hubs, community clubs, sports facilities and open spaces. New transport options will make it easier to reach these facilities from across Canberra and from nearby suburbs.

As the population density increases to 2050, there is for a need staged improvements to social infrastructure to meet the growing needs.

Work is currently underway to progress a new Woden community centre and a new government-owned 50-metre outdoor pool, in addition to the privately owned public 25-metre indoor pool facility approved at the current Phillip pool site.

Based on community needs assessments other needs include:

- indoor recreational facilities
- continued renewal of The Canberra Hospital aligned with the campus masterplan
- a new public high school or expanded public high school capacity
- new, expanded or improved urban parks and ovals
- a new community health centre
- renewal of existing community facilities
- renewal of existing playgrounds
- a dedicated arts centre in addition to the Canberra College Performing Arts Centre.

Community safety services including police, fire and ambulance will be strategically planned for ease of access and to support rapid response times and community safety.

Putting the right infrastructure in the right places is a priority that will help keep the corridor liveable for current and future residents (Figure 17).

Accordingly, this Framework will support opportunities to plan and deliver the necessary social infrastructure to meet community needs, recognising there is limited land for new facilities in established areas.

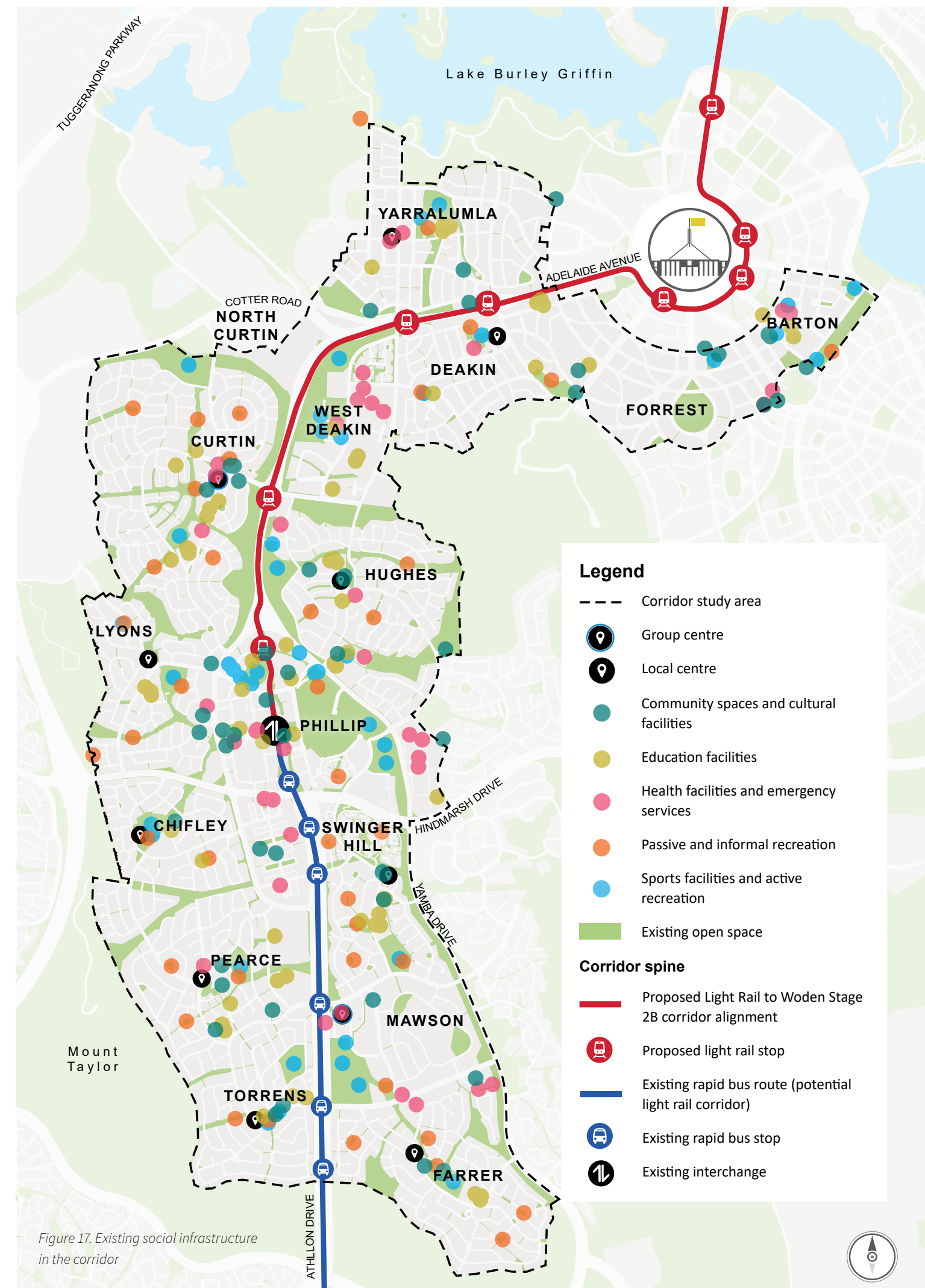
Priorities in the corridor

- **Multi-use and co-located facilities**, that bring compatible services and uses together.
- **Flexible, adaptable delivery models** to meet the needs of changing populations.
- **Equity and inclusion** in all stages of planning for social infrastructure.
- **Community-informed planning** that reflects local values and needs.



Conversation Starter

- What type of community facilities are most important to you currently?
- Which community facilities do you think will be most needed to meet the needs of the future population?



Inner South Precinct

The Inner South precinct is shaped by the original Griffin Plan and known for its leafy streetscapes, heritage buildings and precincts, formal avenues with views to Parliament House and access to Lake Burley Griffin. The precinct is centrally located and well serviced, making it a highly desirable area to live, work and visit.

The precinct includes two thriving local centres at Yarralumla and Deakin and established schools like Yarralumla Primary, Forrest Primary and Telopea

Park School. Residents enjoy access to some of Canberra’s best open spaces, including the Lake Burley Griffin foreshore and Red Hill Nature Reserve.

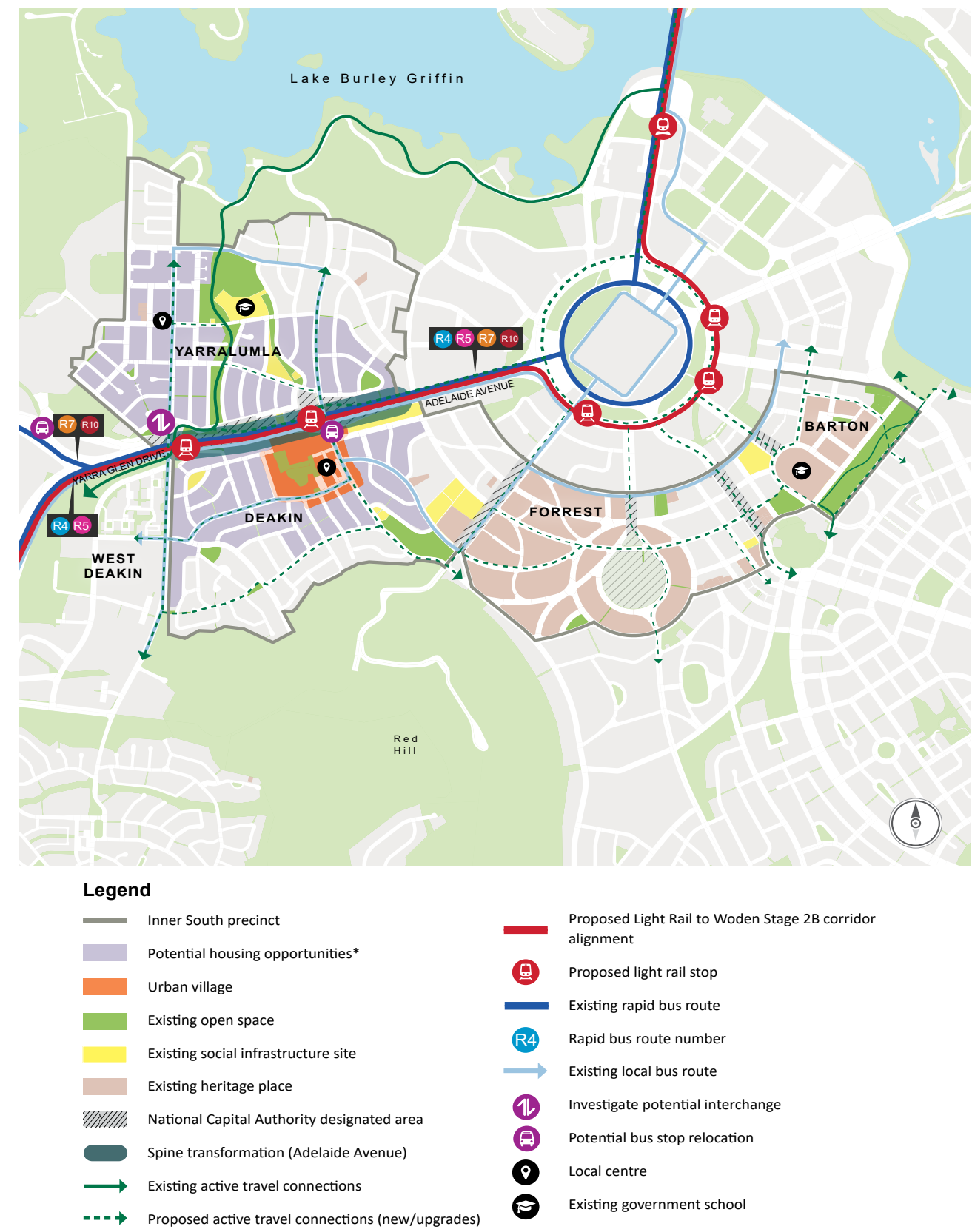
Adelaide Avenue, the main transport corridor through the precinct, divides Deakin from Yarralumla. The introduction of proposed light rail along this corridor spine brings exciting opportunities to improve access, enhance public spaces and support sustainable growth.

Figure 18. Residential street in Deakin



Spatial framework

The Inner South precinct spatial framework is a long-term plan that outlines how the precinct is to grow and change over time. It brings together directions for housing, transport, public spaces and social infrastructure to support a more connected, sustainable and liveable precinct.



* Areas with potential for increased housing density (subject to further investigation).

Figure 19. Inner South precinct spatial framework

Place moves

1 Plan for an urban village in Deakin

Deakin local centre, along with the proposed Hopetoun Circuit light rail stop, Deakin Oval and adjoining housing presents an opportunity to evolve into a renewed, more walkable urban village over time. The aim is to guide renewal so it supports local character, improves access and amenity, particularly to the proposed light rail stop, and encourages sustainable growth.

This Framework sets indicative initiatives to guide development and renewal of the Deakin local centre into an urban village. These initiatives provide high-level direction and will be refined through detailed planning, community engagement and site-specific design processes. To support the transformation, the following initiatives are proposed:

- **Identify direct walking and cycling links** between the centre, the retirement village and the new proposed light rail stop.

- **Enable redevelopment opportunities west of Duff Place** to support mid-rise mixed-use development with active ground-floor uses, community facilities and housing above.
- **Investigate the potential to transform Duff Place and Hannah Place into a shared zone**, creating a more pedestrian-friendly environment while retaining vehicle access for rear servicing of existing businesses. Any changes would need to be carefully designed to balance movement, access and amenity.
- **Protect the Deakin Anticline Heritage Place and adjacent parkland**, preserving local heritage and green space.

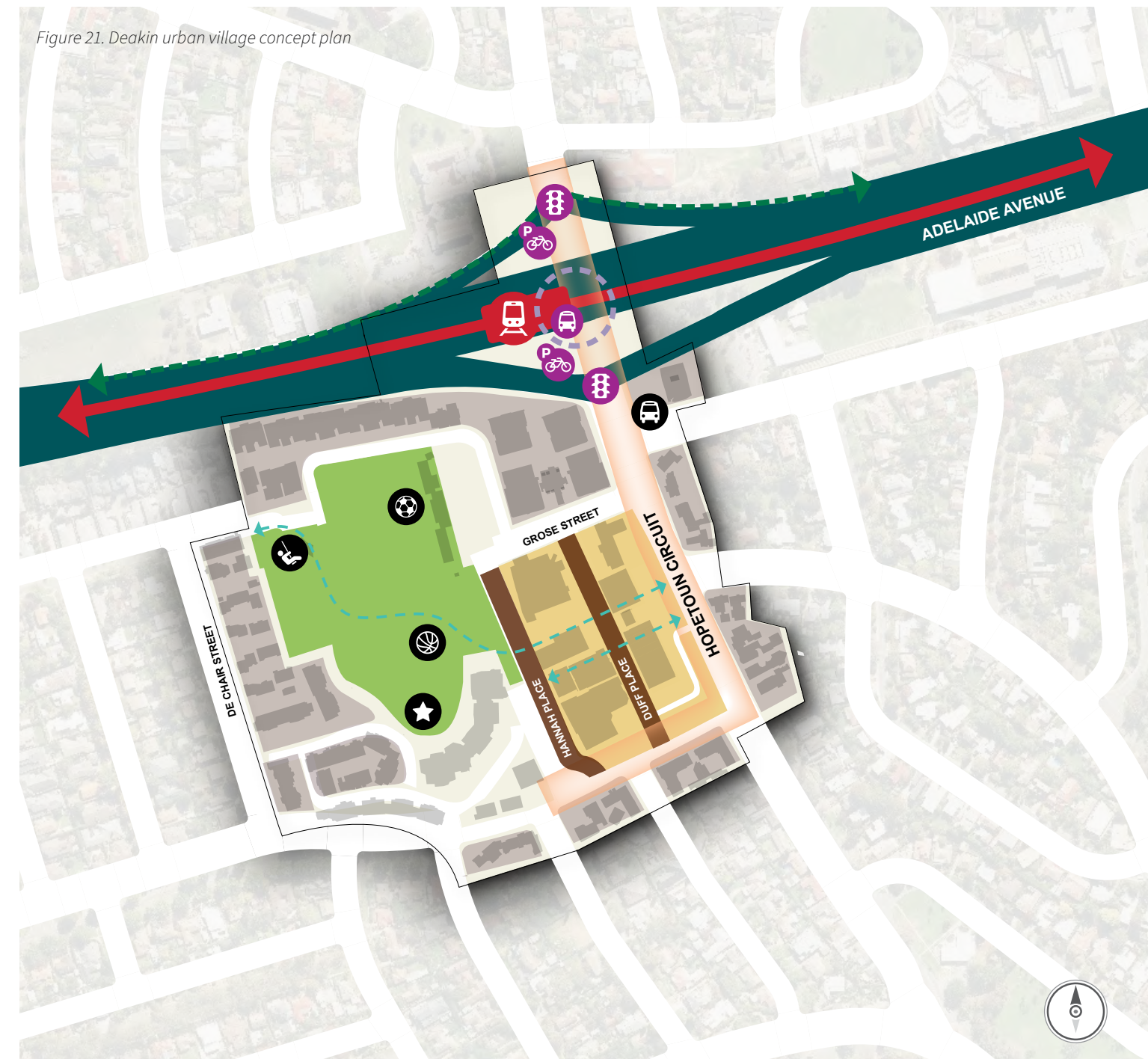
The concept plan at Figure 21 illustrates how these initiatives could be integrated. It provides an indicative visual guide to spatial relationships and opportunities for renewal to support walkability, access to services and a strong sense of place.

The plan, which highlights key movement corridors and land uses, is centred around the proposed Hopetoun Circuit light rail stop and a proposed arrival plaza. The plan will inform future planning and private development, subject to detailed design, community input and site-specific considerations.

Figure 20. Artist's impression of an urban village at Deakin



Figure 21. Deakin urban village concept plan



Legend

- | | | | |
|--|--|--|--|
| | Deakin urban village | | Proposed active travel connections |
| | Existing open space | | Proposed Light Rail to Woden Stage 2B corridor alignment |
| | Investigate as a shared zone | | Proposed light rail stop (Hopetoun Circuit) |
| | Recommended mixed-use redevelopment (including social infrastructure facilities) | | Existing bus stop |
| | Proposed light rail arrival plaza (under bridge) | | Existing heritage place |
| | Potential mid-rise housing opportunities, subject to further investigation | | Existing sportsground |
| | Recommended improved streetscape and public domain (including active travel) | | Existing playground |
| | Key pedestrian thoroughfare | | Existing half-court |
| | Spine transformation (Adelaide Avenue) | | Investigate for a signalised intersection |
| | | | Recommended bus stop relocation |
| | | | Proposed bike/scooter parking facility |

Yarra Glen Precinct

The Yarra Glen precinct connects the Woden town centre to the Inner South and includes the suburbs of Curtin, Hughes and the west Deakin employment area. Like the Inner South precinct, it has a distinct character with leafy, curving streets and generous green spaces. Pockets of Radburn-style planning contribute to its distinct layout.

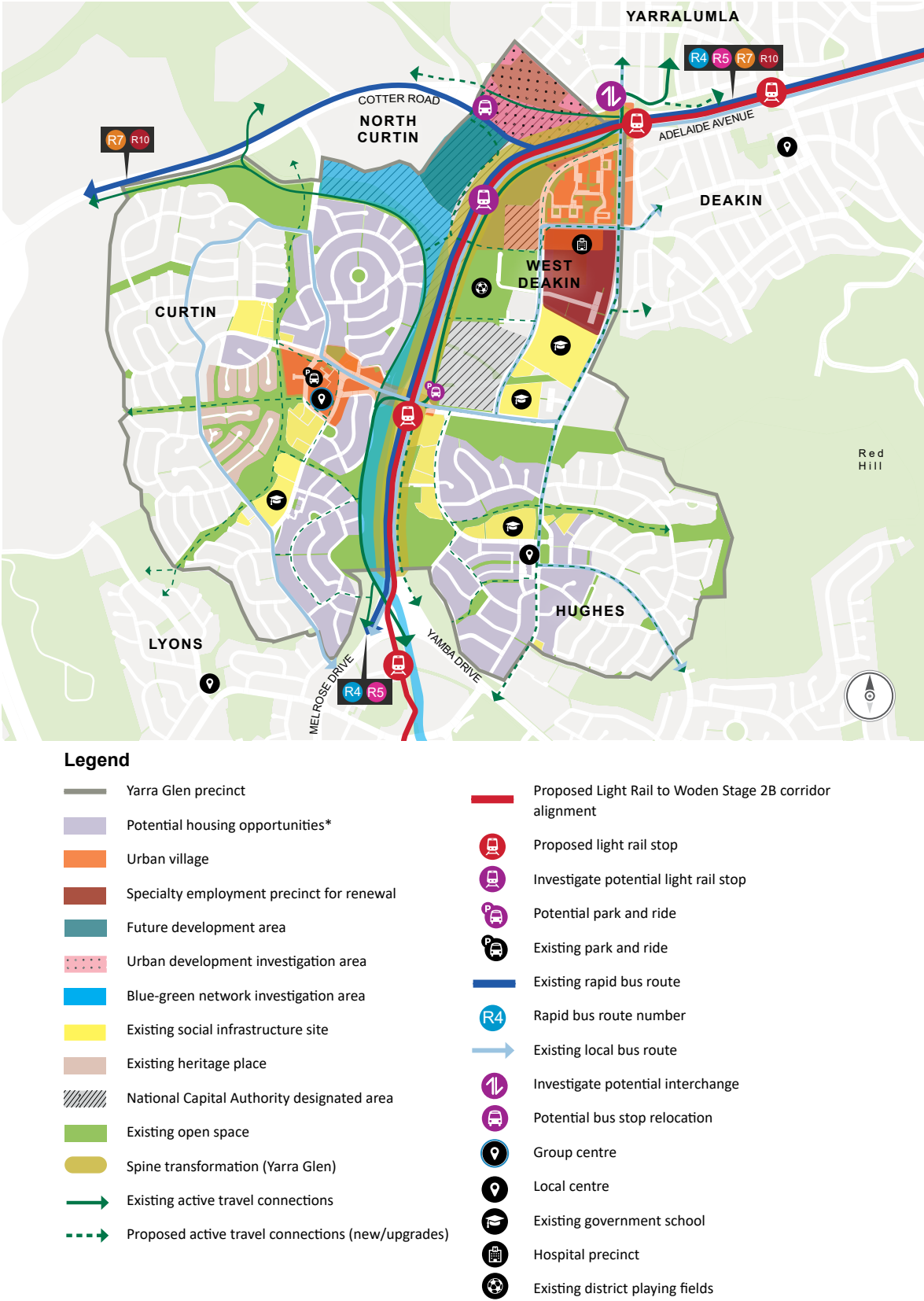
The precinct is home to a mix of important destinations and services including the Curtin group centre, the Royal Australian Mint, Deakin District Playing Fields, schools, early childhood education and care, aged care facilities and a growing cluster of health-related services in west Deakin. However, the main transport corridor, Yarra Glen Drive, separates Curtin and Hughes and acts as a barrier, making it difficult for pedestrians and cyclists to move between the two suburbs. With new light rail stops proposed at Kent Street and Carruthers Street, there is a major opportunity to improve connections between these suburbs and support renewal.

Figure 22. Curtin shops



Spatial framework

The Yarra Glen precinct spatial framework is a long-term plan that outlines how the precinct is to grow and change over time. It brings together directions for housing, transport, public spaces and social infrastructure to support a more connected, sustainable and liveable precinct.



* Areas with potential for increased housing density (subject to further investigation).

Figure 23. Yarra Glen precinct spatial framework

Precinct moves

1 Support delivery of the North Curtin Residential Area

The North Curtin Residential Area is identified as a key change area in the Woden District Strategy 2023 and is shown as a future development area in the Yarra Glen precinct spatial framework (Figure 23). The site forms part of the government’s Indicative Land Release Program, and will include approximately 1,200 new homes. Located on designated land under the National Capital Plan, the North Curtin Residential Area occupies a prominent position along Yarra Glen Drive and Cotter Road.

The North Curtin Residential Area is ideally suited for public transport-focused development, positioned near the proposed Kent Street light rail stop to the north a potential future light rail stop near the Mint, with opportunities to interchange with the surrounding bus network, including R7 and R10 services. North Curtin Residential Area will promote housing supply in a highly liveable and accessible location, with strong connections to public transport, employment centres and established infrastructure.

Development of the North Curtin Residential Area will be coordinated with surrounding future opportunities, including the planned diplomatic estate to the west, the Canberra Brickworks development to the north, and potential surrounding housing uplift, investigation areas and the west Deakin urban village, all identified in the spatial framework at Figure 23. Delivery will be coordinated with any proposed Yarralumla Creek enhancement works, light rail infrastructure and social infrastructure planning to achieve efficient, integrated outcomes.

2 Investigate the feasibility of a new intersection at Cotter Road and Yarra Glen Drive to improve traffic movement (‘Mint Interchange’)

This Framework recommends the longer-term investigation of the potential for a new intersection at Cotter Road and Yarra Glen Drive that connects into west Deakin, building on the development of the north Curtin site. This would support safer, more legible pedestrian and cyclist access across Yarra Glen Drive as well as improved vehicle access.

The current layout of Cotter Road and Dudley Street between Yarralumla and Curtin was designed to support the development of the Canberra Brickworks and respond to environmental considerations.

Yarralumla urban development investigation area

Connection through this new intersection could also support an expansion of Yarralumla to the south-west of Denman Street (Figure 25). Any future development in this area would need to carefully consider and address:

- significant environmental constraints, including known Golden Sun Moth habitat
- community sentiment
- feasibility for urban development.

If expansion of Yarralumla is found to be possible, it would be important to ensure a respectful transition into the existing Yarralumla residential area, with appropriate buffers and design responses that maintain the character and amenity of the suburb.

This may also present the opportunity to realise part of Griffin’s geometric design for Clanthus Circle.

3 Plan for future bus and light rail stops near the North Curtin Residential Area

Public transport stops will play an important role in supporting new homes in north Curtin, potential future homes in west Yarralumla and west Deakin, and health and recreational facilities next to the Mint.

The Light Rail Stage 2B design currently includes three light rail stops supporting access to Deakin and two servicing Yarralumla. The design also allows for flexibility to respond to future change, with space retained so that a potential light rail stop near the Mint could be considered in the future if surrounding development and travel demand increase over time.

Any future stop near the Mint would be informed by further investigation, including how it fits within the wider public transport network, potential impacts on travel times, and how existing and committed infrastructure could be best used as the area continues to grow.

4 Investigate interchange opportunities between buses and light rail

Ongoing land use and transport planning for the Southern Gateway corridor will continue to investigate interchange opportunities between public transport modes. This includes potential connections between bus services from Weston Creek and Molonglo and light rail. Any changes would maintain Woden’s role as a key public transport interchange.

Future assessment of interchange options will include locations for a stop in front of the future North Curtin Residential Area and a stop near the proposed Kent Street light rail stop at Dudley Street.

Any future interchange would aim to improve public transport connections while ensuring the wider network continues to operate efficiently and reliably for the whole community.

5 Protect and expand the Deakin District Playing Fields

The Deakin District Playing Fields are an important community asset that support a range of sporting activities including cricket, touch football, football (soccer) and netball. They provide community benefits through health and social connection, as well as environmental benefits through urban cooling, stormwater management and biodiversity support. These things all become increasingly important as neighbourhoods in the corridor become denser.

There is an opportunity to expand and enhance these facilities to provide greater flexibility among sporting codes, improve their quality for users and spectators, and configure in a way that maximises the available space including converting the green space directly west of the Mint into an additional sporting oval. With increased use of this sporting precinct, improvements to road and footpath access and parking will be required.



Figure 24. Deakin District Playing Fields

Place moves

6 Plan for an urban village in west Deakin

West Deakin is a strategically located specialist employment precinct with strong potential for renewal. It is home to a growing cluster of health-related services around Calvary John James Hospital and offers commercial space outside a traditional town centre. Its proximity to the proposed Kent Street light rail stop and a potential future Mint public transport interchange makes it a prime location for transit-oriented development. The area north of Strickland Crescent could be revitalised into a vibrant, mixed-use urban village, with redevelopment of government-owned carparks potentially acting as a catalyst. This could help fund public space upgrades, improve infrastructure and deliver more employment space and housing.

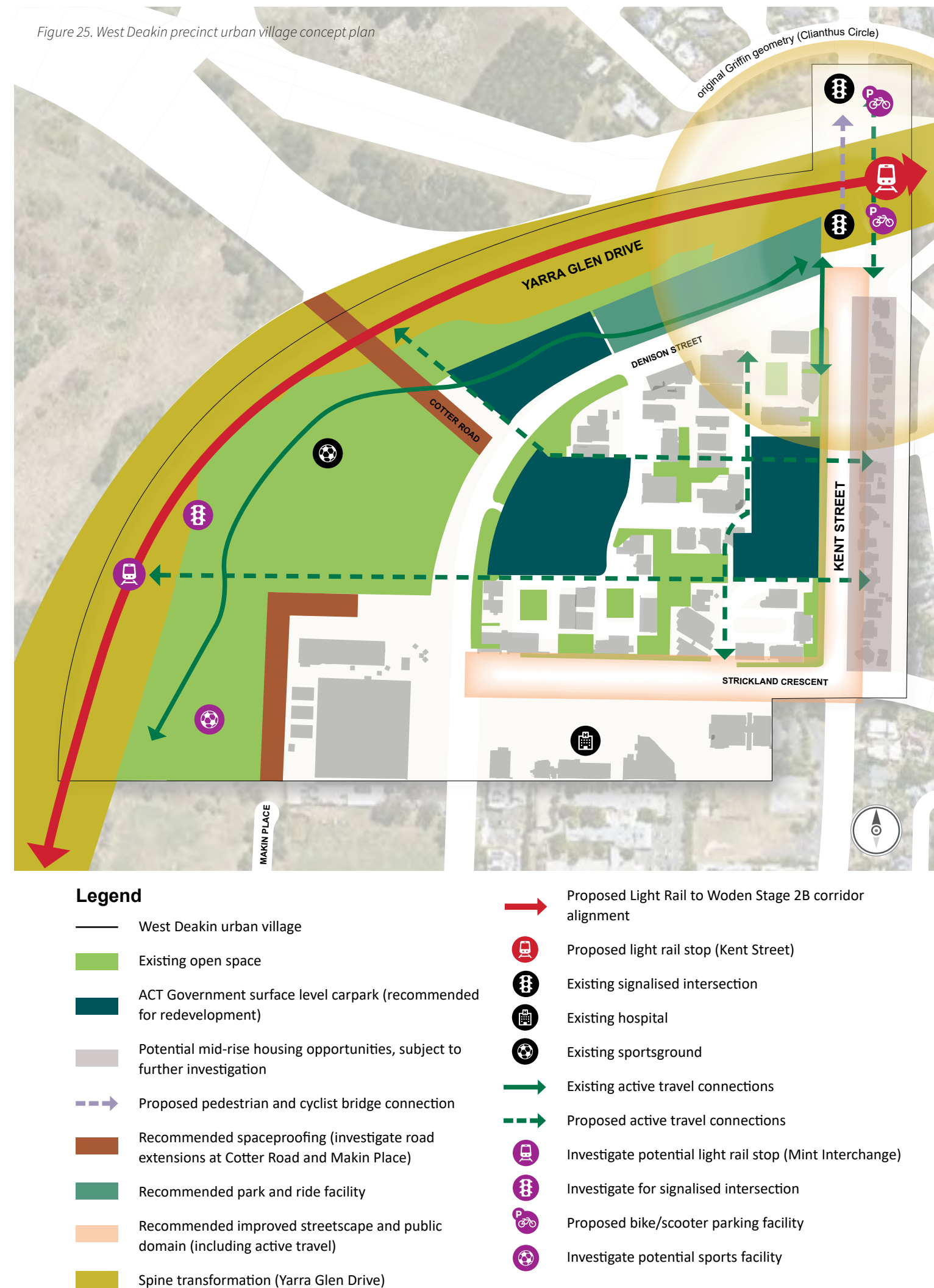
To guide the future development and renewal of the west Deakin urban village, this Framework sets out indicative initiatives. These initiatives provide high-level direction and will be refined through detailed planning, community engagement and site-specific design processes. To support the transformation of west Deakin into a vibrant urban village, the following initiatives are proposed:

- **Investigate the potential to redevelop older 1- and 2-storey commercial buildings** into higher density mixed-use, with shops or services at ground level and apartments above, to support new housing and generate new activity in the precinct.
- **Encourage mid-rise development along Kent Street** to make the most of its direct access to the proposed Kent Street light rail stop and proximity to employment and health services.
- **Retain land south of Strickland Crescent for commercial and health-related uses** in a defined, speciality employment precinct, in line with aspirations for west Deakin as a future medical and wellness-focused precinct.

- **Investigate strategies to support existing businesses and services** to remain within west Deakin during redevelopment, ensuring continuity for current tenants and the ongoing provision of vital services to the ACT community. The role of de-concessional leases will be important for community and not-for-profit uses to be positioned in a central location in Canberra.
- **Investigate the potential expanded recreational facilities at Deakin Playing Fields adjacent to the Royal Australian Mint.** Any future development here would need to respect the national significance of the Mint while improving pedestrian and road access.
- **Explore a symbolic recreation of the Griffin Plan geometry (Clianthus Circle)** as sites in the north of west Deakin and south-west Yarralumla are redeveloped, to improve access, create a distinctive identity and celebrate the area’s heritage in a contemporary way.
- **Investigate the feasibility of a new intersection at Cotter Road and Yarra Glen Drive** and preserve space for a potential extension of Cotter Road into west Deakin to improve access and connectivity.
- **Prioritise the upgrade of Kent Street as a main active travel route** to link housing in Hughes and Deakin, the west Deakin urban village, the Kent Street light rail stop, the Yarralumla local centre and Lake Burley Griffin.
- **Investigate improvements to the local road network** to support increasing density and population.
- **Explore the feasibility of a Park and Ride facility in west Deakin** to enhance connectivity for residents accessing the proposed light rail network.

The concept plan at Figure 25 illustrates how some of these initiatives could be integrated. It provides an indicative visual guide to spatial relationships and opportunities for renewal to support walkability, access to services and a strong sense of place.

Figure 25. West Deakin precinct urban village concept plan



Plan for an urban village in Curtin

Curtin is well positioned to become a more vibrant, walkable urban village. The Curtin group centre is located within a short walk of the proposed Carruthers Street light rail stop. However, the current walking route offers minimal shade, limited protection from traffic and low pedestrian amenity.

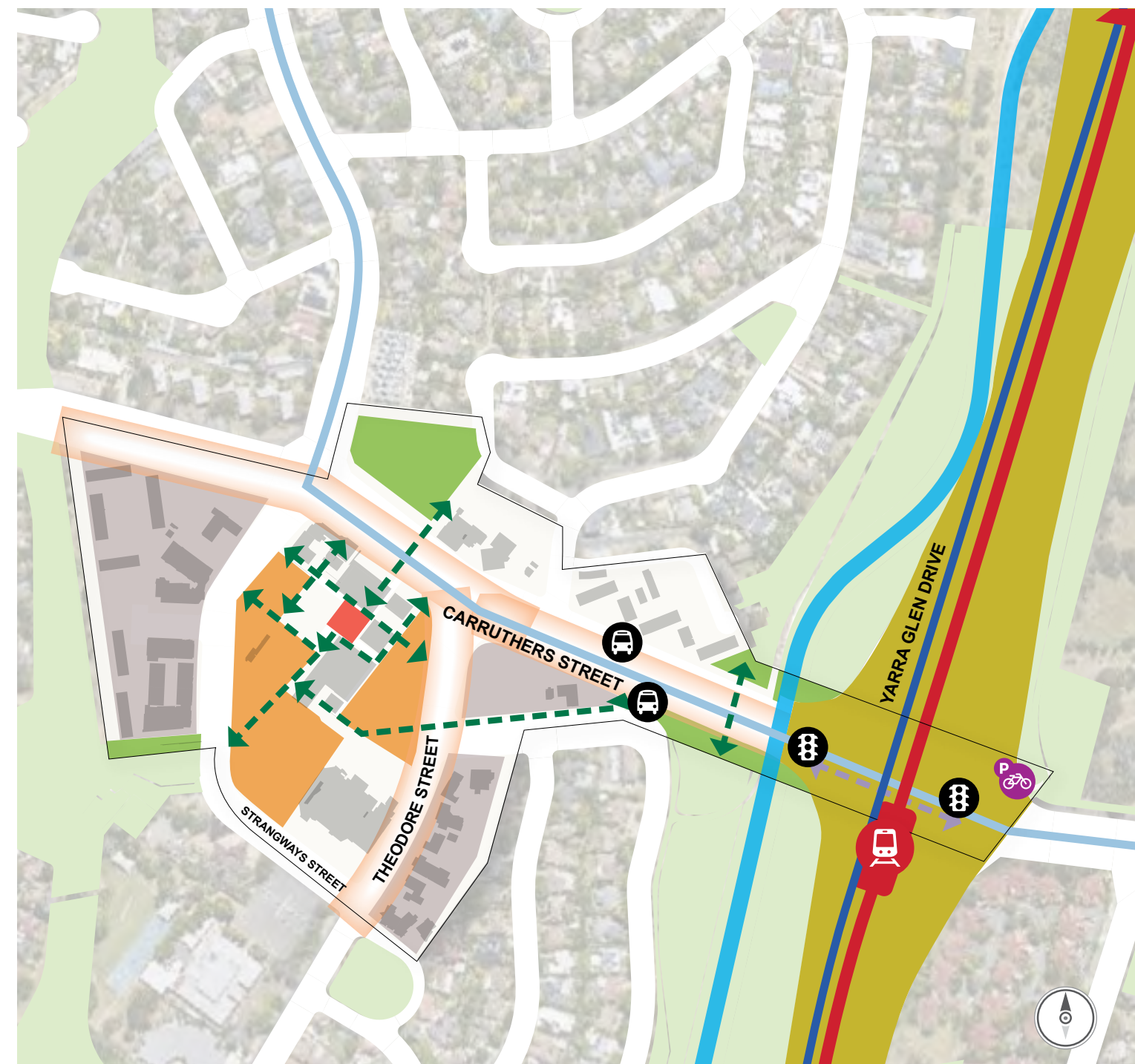
This Framework seeks to transform the Curtin group centre into a thriving urban village connected to the proposed Carruthers Street light rail stop, with a high-amenity connection for pedestrians and cyclists between the two. Redevelopment of key sites and investment in public spaces will help create a more attractive and accessible centre.

To guide the future development and renewal of the Curtin urban village, this Framework sets out indicative initiatives. These initiatives provide high-level direction and will be refined through detailed planning, community engagement and site-specific design processes. To support the transformation of the Curtin local centre into a vibrant urban village, the following initiatives are proposed:

- **Encourage mid-rise, human-scale development** near Curtin group centre, providing homes with direct access to transport, shops and recreation.
- **Redevelop existing surface car parks** into mixed-use buildings with basement parking whilst maintaining the existing village identity and character of the centre.
- **Improve the streetscape** along Carruthers Street and Theodore Street, with new landscaping and active travel paths to enhance the walking experience between the proposed light rail stop and the centre.
- **Improve the pedestrian and cyclist experience** along the Yarralumla Creek blue-green corridor.

The concept plan at Figure 27 illustrates how these initiatives could be integrated. It provides an indicative visual guide to spatial relationships and opportunities for renewal, supporting walkability, access to services and a strong sense of place.

Figure 26. Artist's impression of the proposed Kent Street light rail stop (iCBR)



Legend

- | | | | |
|--|--|--|--|
| | Curtin urban village | | Blue-green network |
| | Existing open space | | Local bus route |
| | Potential commercial/mixed-use development opportunities | | Rapid bus route (multiple) |
| | Potential mid-rise housing opportunities, subject to further investigation | | Proposed Light Rail to Woden Stage 2B corridor alignment |
| | Proposed pedestrian bridge connection | | Proposed light rail stop (Carruthers Street) |
| | Recommended improved streetscape and public domain (including active travel) | | Existing bus stop |
| | Proposed active travel connections | | Existing signalised intersection |
| | Spine transformation (Yarra Glen Drive) | | Proposed bike/scooter parking facility |
| | Central courtyard | | |

Figure 27. Curtin precinct urban village concept plan

Woden Precinct

The Woden precinct includes the town centre, the Phillip service trades area, the north Woden area around Phillip Oval and parts of Lyons and Chifley. At its heart is the Woden town centre, the first major centre developed in Canberra after the City Centre, which continues to evolve as a key destination for jobs, housing, education, retail and community life.

The residential areas of Lyons and Chifley are located on the western side of Melrose Drive. They are connected to the town centre through an established web of paths that link ovals, open space networks, local centres and schools. These suburbs have some mid-rise housing along the Melrose Drive edge but are otherwise composed of separate houses.

The town centre features a mix of modern, high-density residential towers, large office buildings and retail spaces (primarily concentrated within Westfield Woden) alongside a variety of recreational and community facilities. The 2015 Woden Town Centre Master Plan introduced changes to the Territory Plan that have shaped the development seen today, including updates to land-use zoning and building height controls.

South of Hindmarsh Drive is the Phillip service trades area, which provides for a range of uses that are otherwise not viable or appropriate in the town centre including car dealerships, mechanics, the bus depot, and lower-rent specialty retailers. While the area is busy, the public domain and infrastructure is tired and overall amenity is low in many parts.

The Woden town centre is expected to grow and accommodate a greater proportion of higher-density housing in the future. The Woden District Strategy identifies that the district will have demand for around 3,400 additional homes by 2050, while noting an overall capacity for approximately 21,000–23,500 new homes, largely within change areas and key sites such as the Woden town centre. As a result, increased population within the town centre should be considered as part of a wider, district-wide approach to growth that supports compact development, good access to jobs and services, including social infrastructure, while aligning with the plans for the proposed Light Rail to Woden Stage 2B.

Spatial framework

The Woden precinct spatial framework is a long-term plan that outlines how the precinct will grow and change over time. It brings together directions for housing, transport, public spaces and community facilities to support a more connected, sustainable and liveable precinct.



- Legend**
- Woden precinct
 - Potential housing opportunities*
 - Town centre
 - Speciality employment precinct for renewal
 - Future development area
 - Blue-green network investigation area
 - Existing social infrastructure site
 - Existing heritage place
 - Existing open space
 - Spine transformation (Woden town centre)
 - Existing active travel connections
 - Proposed active travel connections (new/upgrades)
 - Proposed Light Rail to Woden Stage 2B corridor alignment
 - Proposed light rail stop
 - Transport interchange
 - Existing rapid bus route
 - Existing rapid bus stop (Athllon Drive)
 - Rapid bus route number
 - Existing local bus route
 - Local centre
 - Hospital precinct
 - Existing government school
 - Existing district playing fields

* Areas with potential for increased housing density (subject to further investigation).

Figure 29. Woden precinct spatial framework

Figure 28. Woden town centre

Precinct moves

1 Create a new gateway at north Woden

As part of delivering proposed light rail to Woden, the Yarra Glen roundabout will be replaced with a more efficient and functional intersection, unlocking new development opportunities along the corridor spine. This part of north Woden is identified in the Woden District Strategy 2023 as a key site.

The development of north Woden provides an opportunity to create a well-designed gateway to the town centre. While taller buildings are appropriate in the centre of north Woden, building heights will gradually decrease as they approach existing residential areas in Hughes and Lyons to mid- and low-rise housing.

New public open space will be provided in this new gateway area and any new development should contribute to the enhancement of the Yarralumla Creek blue-green network.



Figure 30. The north Woden key site was identified in the Woden District Strategy 2023.

Figure 31. View from Yarra Glen Drive to north Woden



2 Renew public spaces in the Woden town centre

Following finalisation of the 2015 Woden Town Centre Master Plan, changes to zoning and building height controls in the Territory Plan set the stage for a significant revitalisation of the Woden town centre. Several major projects are planned that will accelerate this transformation. Over the next decade, coordinating these developments with public realm enhancements and infrastructure upgrades will be essential to creating a vibrant, attractive and enjoyable place to live, work and play.

To achieve this, a renewal authority for the Woden town centre and along the corridor is being considered (see the [‘Implementation Agencies’](#) section for further detail). A renewal authority would have the opportunity to work closely with property owners and businesses to enhance economic activity and placemaking in the town centre.

Complete and proposed developments in the town centre include the following:

- **Light Rail Stage 2B – Light Rail Stage 2B** (Figure 29) from Commonwealth Park to Woden will extend Canberra’s light rail network to complete a north–south public transport link from the Gungahlin town centre, through the City Centre to Woden town centre.
- **Woden Interchange** – The new Woden Interchange (Figure 32) was completed in April 2026. This major upgrade to Canberra’s southern transport hub is designed to improve connectivity and prepare for proposed light rail integration. It includes a modern bus interchange with enhanced passenger facilities, better accessibility, improved safety features and provisions for active travel such as secure bike storage. The design incorporates future proofing for light rail, ensuring seamless integration when the network expands south.

- **Canberra Institute of Technology (CIT) Woden** – The recently completed CIT, located in the heart of the town centre, is set to have a lasting positive impact on vocational education and training in the ACT. The purpose-built facility features smart classrooms, advanced simulated learning environments, commercial kitchens and hands-on training spaces. These state-of-the-art facilities will support students to achieve their full potential across high-demand fields such as IT, cyber security, hospitality and business.
- **Private sector** – There are several major private sector redevelopment proposals in the town centre. These projects will continue to support the revitalisation of the town centre, catalysed by significant government investment in the centre and surrounding areas.
- **ACT Aquatic Strategy** – The ACT Government is developing a new aquatic strategy to set clear priorities for future aquatic infrastructure. This includes progressing options for a new 50-metre outdoor public swimming pool in Woden, with site investigations already underway.



Figure 32. Artist’s impression of proposed light rail at Woden, the Woden Interchange and CIT Woden (iCBR.)

3 Explore opportunities for placemaking and social infrastructure in the Woden town centre

This Framework recommends investigating opportunities for a potential entertainment precinct and identifying key locations for consideration for focused placemaking initiatives within the Woden town centre. This could include considering opportunities within the Woden Town Square, the West Plaza and the Phillip service trades area. These actions aim to create distinctive destinations, activate public spaces, and support a thriving nighttime economy. Work to investigate entertainment precincts across the ACT will commence following the completion of the review of the City Centre Entertainment Precinct. The map at Figure 33 indicates the area recommended for investigation for future opportunities for entertainment and placemaking initiatives.

Opportunities for future community, recreation, sporting and cultural facilities in the Woden town centre and across the Territory more broadly will be informed by the ACT Community, Sport and Recreation Facilities Needs Assessment and Social Infrastructure Audit, and associated community engagement as part of the Southern Gateway project, as well as the development of the new ACT Aquatic Strategy, development of the Arts Assets Needs Analysis and other project specific work.

Through the new ACT Aquatic Strategy, options to deliver a new public 50-metre outdoor pool in Woden will be progressed. Research has started on potential site options in Woden to meet community needs and requirements, including at Eddison Park. Work is also underway to investigate a potential site for an indoor sports facility on a dedicated block on the former Woden Valley High School site, noting this remains subject to further consideration by the Territory. A new community centre has also been funded by the ACT Government.

Precinct-level redevelopment of leased land in the town centre may also provide the opportunities for developer contributions to social and recreational infrastructure within the town centre, with the Government determining whether such proposals meet community need through a new governance framework.



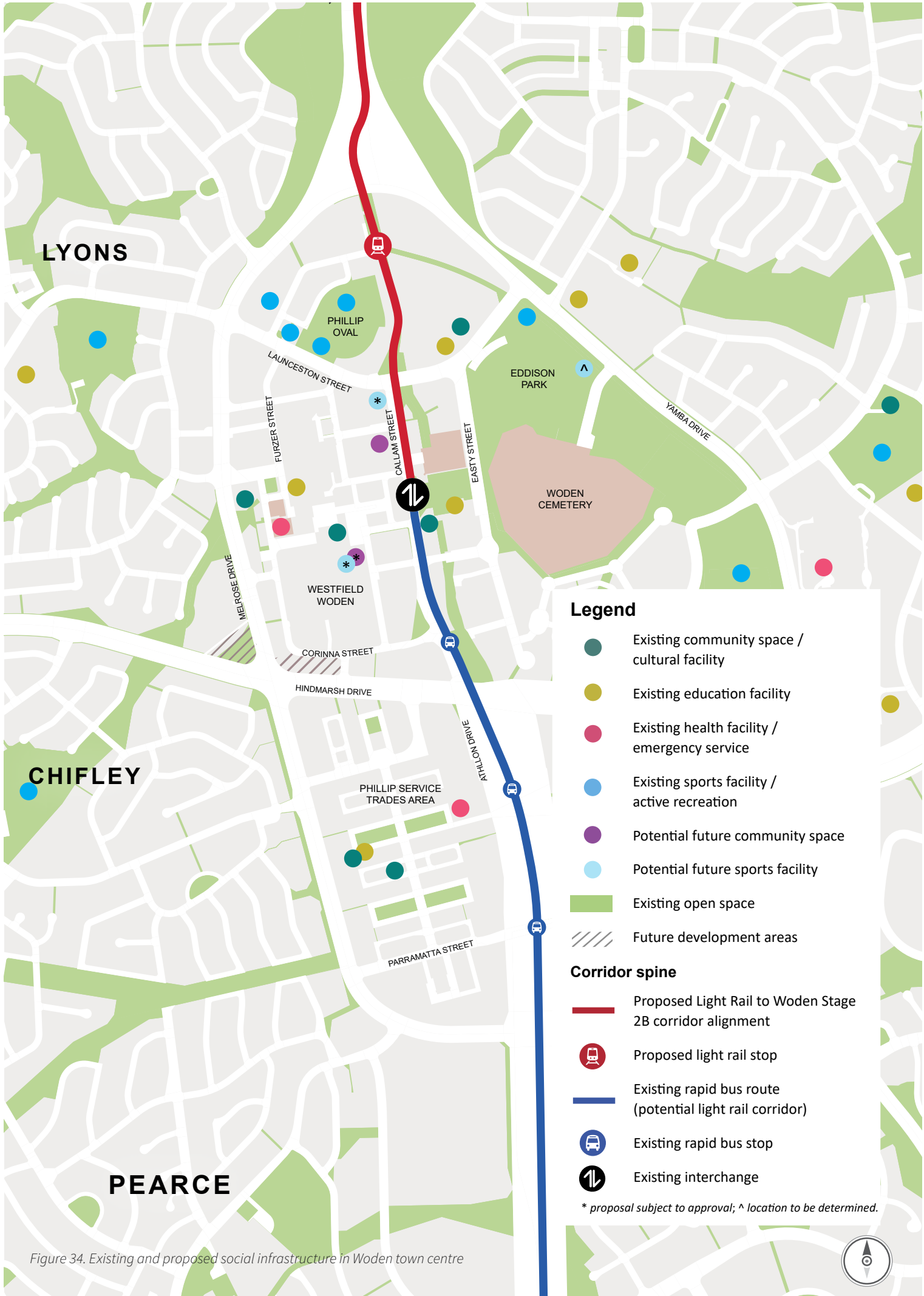


Figure 34. Existing and proposed social infrastructure in Woden town centre

4 Investigate opportunities for new green space near Woden's commercial core

The Woden town centre currently includes large areas of green space around Eddison Park, Woden Town Park, Arabanoo Park and the Yarralumla Creek blue-green network.

However, the planning legacy of Woden, which was built with a largely concrete commercial core surrounded by asphalt surface car parks means that there is a lack of usable green space within the commercial core of the town centre west of Callam Street.

This has been partially addressed in the town centre through the construction of the Northern and Western Plazas of the CIT Woden Campus and requirements in the Territory Plan for an urban park on Matilda Street.

This type of green space will become increasingly important as the centre intensifies with new housing. It plays an important role in improving health, wellbeing and amenity in urban environments. Through urban renewal in the town centre, there is an opportunity for new, usable green spaces to be provided in the commercial core.

The redevelopment of the large asphalt surface car parking in north Woden provides an opportunity to transform part of the car park into a new urban park through the release and redevelopment of the entire site, with replacement structured car parking.

Restoring dryland ovals as high-quality irrigated green spaces within walking distance of the town centre at Lyons and Chifley could also support the growing population and sporting clubs.

5

Protect and enhance the Phillip service trades area

The Phillip service trades area is south of Hindmarsh Drive, between Melrose Drive and Athllon Drive (Figure 29). Zoned CZ3 – Services Zone, it provides affordable, service-oriented commercial spaces that support businesses that are not viable in higher-order commercial areas, such as automotive repair, warehousing and social infrastructure businesses like dance studios and gymnasiums.

The Woden District Strategy 2023 and recent Territory Plan amendments reinforce the importance of retaining CZ3 zoning in the service trades area. Residential and commercial accommodation uses have been removed to protect its employment role, but could be reintroduced in some parts of the precinct in future when other development potential within the corridor has been exhausted, or when light rail extends further south to Mawson.

Enabling diverse businesses and services to be located within the Woden District and along the rapid transport route allows surrounding residents to access these services locally and conveniently. However, the service trades area has tired infrastructure and there is a recognised need to improve the public realm. This could be achieved through publicly funded capital works, developer-funded public domain upgrades for transformative projects in the precinct, a precinct levy or a combination of these options.

The ACT Government is proposing to protect the Phillip service trades area from residential development in the Framework, consistent with the current Territory Plan. However, the government is interested in hearing from the southside community and businesses on whether changes to this approach should be considered in the future.

A Service Trades (CZ3) Technical Paper has been prepared and is attached to the Framework to inform this discussion. It provides an overview of existing uses, constraints and opportunities in the service trades area and is intended to support conversations about how precincts such as Phillip Trades can evolve while retaining its core service role.

6

Strengthen connections between the town centre and Canberra Hospital

With improved public transport and interchange facilities on Callam Street there is an opportunity to better connect the Canberra Hospital with proposed light rail and the town centre. This could include new wayfinding signage, footpath upgrades, accessible paths and seating as well as direct and frequent bus connections and bus stop infrastructure.



Conversation Starter

- What opportunities are there to provide high-quality green spaces in the Woden town centre and enhanced canopy cover?
- CZ3 (Services) areas, such as the Phillip trades services area, support a mix of services, such as trades, repair workshops, health services and community facilities, that many residents rely on. What improvements or changes would you like to see over time to create more vibrant, accessible and attractive places for workers, visitors and businesses?
- Some CZ3 (Services) areas may have potential for limited residential uses in the future. If homes were introduced into CZ3 zones, what measures do you think would be needed to ensure the area can continue to support its service-based businesses, such as trades, repair workshops, health services and community facilities, while also providing a good quality of life for new residents?

Athllon Precinct

The Athllon precinct is the gateway to Woden from the south, with strong connections to nature at Mount Taylor and the Farrer Ridge. The Mawson group centre sits at the geographical heart of the precinct, which is characterised by wide, leafy streets and a web of well-integrated active travel networks and green spaces through the suburbs.

The Athllon precinct includes the residential areas of Mawson, Pearce, Torrens and Farrer. Housing is predominantly low density, detached dwellings with higher density developments around some centres and select pockets.

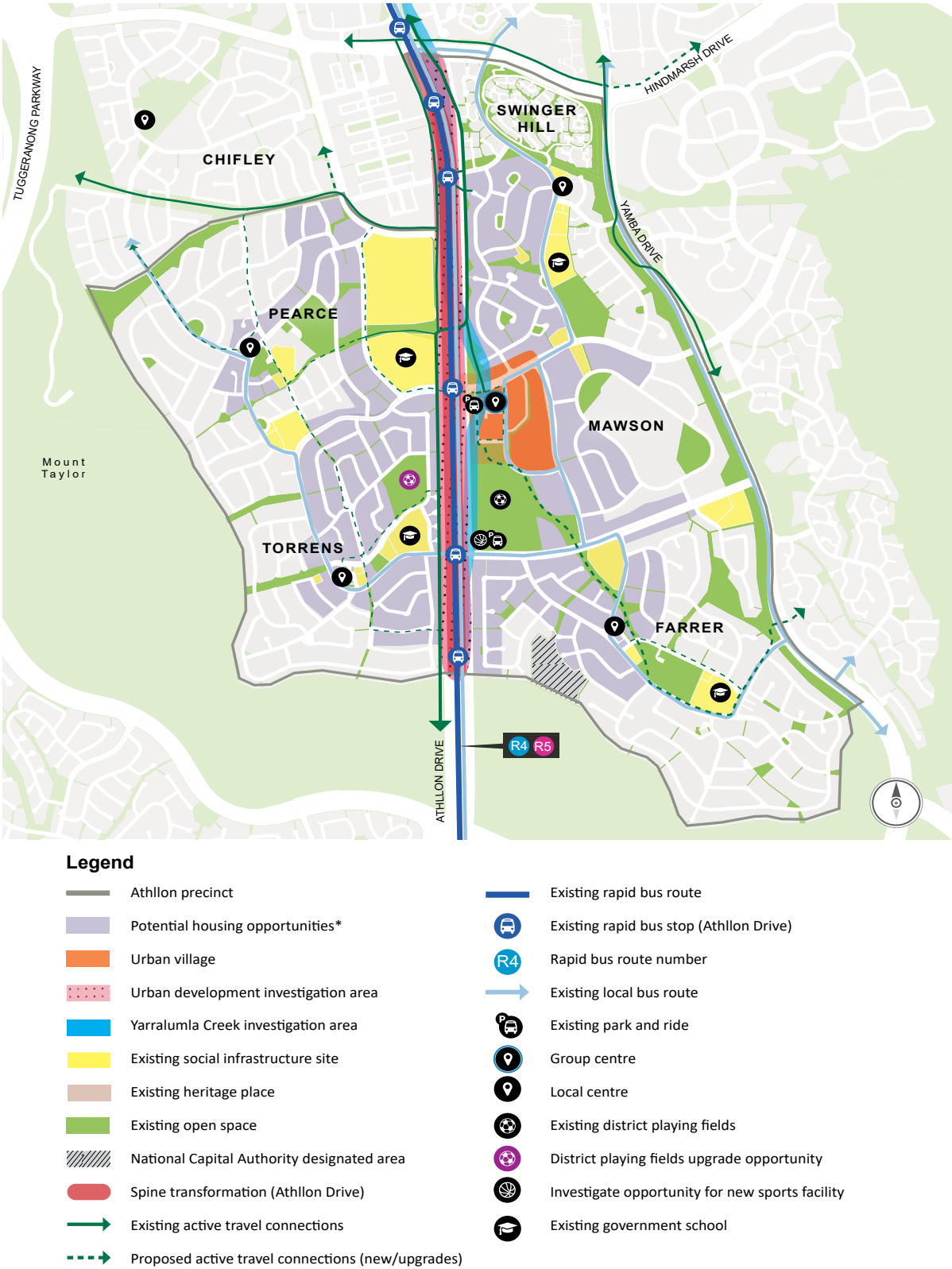
The Mawson group centre and Mawson District Playing Fields provide amenities to local residents. Local centres in Pearce, Torrens and Farrer have unique architectural features that contribute to the character and identity of these suburbs.

Athllon Drive is the main transport corridor that connects Tuggeranong and Woden and is currently serviced by two Rapid bus routes providing high frequency public transport. It is identified as a potential future light rail corridor, which brings significant opportunities to the precinct.



Spatial framework

The Athllon precinct spatial framework is a long-term plan that outlines how the precinct will grow and change over time. It brings together directions for housing, transport, public spaces and community facilities to support a more connected, sustainable and liveable precinct.



* Areas with potential for increased housing density (subject to further investigation).

Figure 35. Athllon precinct spatial framework

Precinct moves

1 Enable mid-rise housing along the Athllon Drive edges

Athllon Drive, earmarked as a potential future light rail corridor, will continue to play a critical role in supporting movement between Woden and Tuggeranong. The unutilised areas along the eastern edge of Athllon Drive present an opportunity for new transit-oriented development including housing and mixed-use development.

This Framework recommends supporting opportunities to deliver housing closer to the transport spine. However, such investigations would need to consider other planning and design moves detailed in the Framework, including:

- the transformation of Athllon Drive as a nature avenue with a strong landscape character and active travel connections
- protecting and enhancing the Mawson District Playing Fields
- potential enhancements to the Yarralumla Creek blue-green network.

Figure 36: Mawson District Playing Fields



2 Protect and enhance the Mawson District Playing Fields

The Mawson District Playing Fields (Figure 36) is an important community asset that supports a range of sporting activities including football (soccer), cricket, touch football, baseball/softball and tennis. The fields provide community benefits through health and social connection, as well as environmental benefits through urban cooling, stormwater management and biodiversity support. These things all become increasingly important as neighbourhoods in the corridor grow in population.

There is an opportunity to enhance these facilities, improve their quality for users and spectators and change their configuration to maximise the available space, including expanding formal ovals into the southwest part of the playing fields currently used as an overflow parking (the former golf driving range).

Nearby dryland ovals may also need to be restored at Torrens and Farrer to provide additional capacity for organised sport as the population grows.

Place moves

3 Plan for an urban village in Mawson

The Mawson group centre is located directly alongside the Athllon Drive rapid bus route, serving as a key destination for day-to-day and weekly needs of residents in the precinct. Beyond its retail function, the centre acts as a social hub, offering a range of community facilities.

The centre is adjacent to the Mawson District Playing Fields, forming part of a green network that extends to the Farrer Neighbourhood Oval.

The government has committed to supporting the development of a second supermarket within the centre. Combined with its strategic location on the rapid transport corridor (and potential light rail) and the availability of multiple surface carparks, this presents a significant opportunity to transform Mawson into a revitalised, walkable urban village.

To enable this transformation, further investigations and potential future projects will be undertaken to:

- **improve the streetscape along Mawson Place** with upgraded landscaping and pedestrian crossings creating a better pedestrian experience between the rapid transport stop on Athllon Drive and the centre (funded and in design)
- **improve active travel and pedestrian crossings** on Heard Street
- **improve the landscaping, amenity and size of existing squares** within the centre to encourage social interaction and community activity
- **enable mid-rise housing alongside the Yarralumla Creek** blue-green corridor and adjacent recreational open space network to increase vibrancy and provide passive surveillance of these areas
- **expand the commercial core whilst retaining the diverse and active character of the centre** by providing space for a second supermarket through a staged redevelopment of the group centre.



Figure 37. Pre-concept artist's impression of a renewed urban village (Suburban Land Agency)

Indicative Implementation Pathways

Next steps

Community feedback

This Framework presents high-level planning concepts aimed at facilitating the vision and provides an opportunity for the community to provide feedback before these concepts are further developed and refined to a final framework.

Key policy documents that have informed the Framework include the ACT Planning Strategy 2018, the Woden and Inner South district strategies (2023) and the ACT Transport Strategy 2020. The Framework has also been identified as a key government priority in the Minister for Planning's Statement of Planning Priorities 2025–28.

The government is seeking community feedback to help shape the final Framework so it reflects community aspirations.

To support engagement, 'conversation starters' are included throughout this Framework to prompt reflection and informed responses.

Your feedback will help inform the development of the final Framework. There are several ways you can provide your feedback:

- an online information session
- pop-ups in key locations along the corridor
- an online survey.

See further details on the ACT Government's YourSay website at yoursayconversations.act.gov.au/southerngatewaycorridor

Feedback provided by community will be used to inform the development of the final Framework.

Related projects

Previous engagement on projects such as North Curtin Residential Area and Light Rail Stage 2B have highlighted community interest in land-use planning along the corridor. Further investigations (including the Southern Gateway Transport Corridor Assessment) are underway and will be developed concurrent to this Framework and related projects.

North Curtin Residential Area

The new neighbourhood in north Curtin will be located between Yarralumla and Curtin, alongside the proposed Light Rail to Woden. The site is situated on designated land with the National Capital Authority acting as the consent authority. It is zoned for Residential Use in the National Capital Plan, and will provide a variety of housing options to accommodate diverse preferences and requirements for future residents. As of 2026 the National Capital Authority has taken the draft conditions out on [public exhibition](#).

Light Rail Stage 2B Environmental Impact Statement

Design, planning and approvals for Light Rail Stage 2B are progressing. The proposed 10-kilometre alignment will extend light rail from Commonwealth Park to the Woden town centre, adding nine stops to the light rail network.

The draft environmental impact statement (EIS) for Stage 2B was placed on public exhibition in 2025, with some interest received from the community and stakeholders about the long-term vision and future of light rail. A revised, final EIS was submitted to the Australian and ACT governments for consideration in June 2026, with an outcome expected by the end of the year. While the Stage 2B environmental impact statement focuses on the delivery of light rail, the Southern Gateway Framework provides options beyond the scope of the environmental impact statement; it is a long-term vision-setting document that will guide land-use and transport into the long-term. Concurrently, the government is undertaking further work such as the Southern Gateway Transport Corridor Assessment to support the development of the final Framework and inform future decisions.

Canberra Brickworks precinct

Canberra Brickworks Precinct, located in Yarralumla, is currently under construction and will deliver conservation and adaptation of significant heritage-registered sites for the Canberra community. Management of the future commercial and residential precinct has been transferred to Doma Group, which will include the development of 380 new residential dwellings and over 30,000sqm of landscaped parklands, providing enhanced green spaces for residents and visitors.

Planning controls and policy

The Framework is a non-statutory, strategic planning document that sets out the long-term vision for the corridor to 2050 and beyond. Implementation of the Framework will require changes to the planning controls along the corridor. Most changes will occur through amendments to the Territory Plan, with some areas also requiring changes to the National Capital Plan. These changes will be undertaken collaboratively by the government and the National Capital Authority and will involve further consultation processes with community on specific changes. This includes statutory engagement as part of Major Plan Amendments for any future residential uplift opportunities.

Revised planning controls will reflect and support the Framework's vision and principles, as well as the planning and design moves expressed in the precincts' spatial frameworks. Controls will incorporate leading practice, performance-based provisions and design guidance to promote design excellence and sustainable outcomes.

While this Framework does not determine outcomes, it will, as noted above, provide direction for future Major Plan Amendments and the review of District Strategies which occurs every five years.



Sequencing

Changes along the corridor will not occur overnight. Development will be sequenced to meet the growing population over time. An indicative sequencing of planning changes along the corridor is outlined below.

Short term

- Woden town centre
- North Curtin Residential Area
- Areas around group and local centres
- Areas around rapid transport stops

Medium term

- North Woden
- Phillip service trades area
- West Deakin urban village

Longer term

- West Yarralumla
- Infrastructure work, such as utilities upgrades, and environmental approvals will also be subject to sequencing as strategic work in the corridor evolves.

New development is driven by changing market conditions and occurs over many years, often decades, after planning controls are changed.

Further investigations

The Framework focuses on land-use and transport considerations for the corridor. Notwithstanding, several areas have been identified that require detailed investigation to inform future planning and design:

- A new Cotter Road intersection and west Yarralumla redevelopment
- Light rail along Athllon Drive
- Enhancements to the Yarralumla Creek blue-green network
- Road design changes along Adelaide Avenue, Yarra Glen Drive and Athllon Drive

Government is undertaking further work including the Southern Gateway Transport Corridor Assessment to support the development of the Framework and inform future integrated land use and transport decisions. Further investigations are subject to government budget allocation and prioritisation and will involve technical studies, stakeholder engagement and feasibility assessments.

Infrastructure and public domain upgrades

Infrastructure improvements will be essential to support increased density and enhance liveability. Key priorities include:

- active travel infrastructure – new and upgraded pedestrian and cycling routes
- road network upgrades – improved connectivity and safety along key corridors
- stormwater management and blue-green infrastructure – integrated solutions to support resilience
- public domain enhancements – high-quality open spaces and streetscapes to encourage active lifestyles and community interaction.

Social infrastructure will also be critical, with a focus on adaptive, flexible and integrated spaces for health, education, recreation and cultural activities. All infrastructure investments will be subject to future government budget decisions and community feedback.

Implementation agencies

Delivering the Southern Gateway vision will require a coordinated approach across multiple agencies.

The District Strategies 2023 outline 12 implementation pathways including ‘*Pathway 11: Investigate an innovative approach to facilitate comprehensive redevelopment*’. This pathway proposes exploring a ‘new urbanising’ agent as a governance model or renewal authority with the power to coordinate and deliver significant redevelopment and urban improvement.

This approach may be required as the corridor faces significant challenges: fragmented land ownership, limited development options, ageing infrastructure and market barriers like land withholding. Changing planning rules will not be enough to drive timely and meaningful change. Without a coordinated model, redevelopment may occur in an ad-hoc way, putting pressure on government to upgrade infrastructure reactively.

An urbanising agent, such as a renewal authority, could act as a driver of change; it would have the authority and capability to plan, broker, coordinate, fund and communicate redevelopment efforts across the corridor. This would involve working closely with existing property owners, businesses, development industry and community. This model would enable holistic, timely and integrated transformation rather than piecemeal redevelopment.



Glossary

Term	Definition
Accessibility	The ease of reaching destinations. In a highly accessible location, a person, regardless of age, ability or income, can reach many activities or destinations quickly, whereas people in places with low accessibility can reach fewer places in the same amount of time.
Activation	Improving the quality of places to attract more people to visit, gather and participate in activities, making it busier.
Active travel	Active travel is physical activity undertaken as a means of transport, not just for recreation. Active travel can include walking, cycling, skating, scootering, skateboarding and the use of mobility aids to reach destinations such as work or shops. Active travel can be an incidental activity associated with the use of public transport.
Active travel network	The system of interconnected pathways used for active travel, particularly walking and cycling.
ACT Planning Strategy 2018	This overarching strategic planning document reflects the ACT’s planning vision. It guides growth and prosperity through five themes to deliver the vision for a sustainable, competitive and equitable Canberra: ■ compact and efficient ■ diverse ■ sustainable and resilient ■ liveable ■ accessible. The strategy incorporates directions from the community and other ACT Government strategies, particularly housing, transport and climate change.
Active ground-floor uses	Active uses generate activity at the ground floor of buildings; for example, cafes, shops, other commercial activities and building entrances.
ACT planning system	Legislation, policies, requirements, plans and strategies that guide and inform planning and development in the ACT. It includes the <i>Planning Act 2023</i> , Territory Plan and District Strategies 2023.
Active travel path	Paths and routes designed for walking, cycling and micromobility, including shared use paths, footpaths, cycleways and other connections that support non-motorised travel.
Affordable housing	Housing that is affordable for low-to-moderate income households without spending more than 30% of their income on housing costs (including mortgage repayments or rents). It includes affordable home ownership and affordable rental.
Amenity	Desirable or useful features of a place that provide convenience, comfort or enjoyment.
Arterial roads	Major roads that form part of the ACT’s primary transport network, providing for the efficient movement of people and goods over longer distances between districts, town centres and key destinations. Arterial roads carry higher traffic volumes and prioritise through movement. An example is Adelaide Avenue, which continues as Yarra Glen Drive to form part of a major arterial route in Canberra.
At-grade	Where transport routes or paths meet and cross at the same ground level, rather than being separated vertically by bridges or underpasses.
Blocks and sections	Blocks and sections are how areas of land are identified in the ACT. The city is divided into divisions, suburbs, sections and blocks. The Territory Plan zoning determines what activities/uses can occur on each block. Blocks are usually leased to one entity.
Biodiversity	Describes the variety of life in all its forms and at all levels of organisation, as well as the ecological and evolutionary processes through which genes, species and ecosystems interact with one another and with their environment.

Term	Definition
Blue-green landscape/ infrastructure / network	‘Blue’ refers to waterways within the landscape, including creeks and wetlands. ‘Green’ refers to the terrestrial (land) environment, including trees, urban forests, gardens, parks and open space.
Built environment	The structures and places in which we live, work and play, all of which are integral to improving the health, wellbeing and quality of life of our community as a whole.
Built form	The buildings, associated structures and surrounding public spaces for a development.
Capital works	The provision of site infrastructure associated with and integral to a development, such as a new electrical sub-station, water main, road, bridge or main sewer line.
Character	Character makes an area distinctive and contributes to the identity of the place. This includes the natural, cultural and historic characteristics of an area that are intrinsic to the locality, and which the local community relate to. Local character and local identity are subject to change over time.
Community facility	A physical place or building that supports community activities, services or programs and enables people to come together. Community facilities contribute to the delivery of social infrastructure by providing spaces for social interaction, learning, recreation, cultural expression or service delivery.
Connectivity	The way streets, lanes and/or paths are connected and / or the way key city spaces and popular destinations, along with open spaces, are connected.
Corridor spine	The principal movement corridor that concentrates high-capacity, high-frequency public transport along a defined route, supported by coordinated land use, walking and cycling networks. A corridor spine provides the backbone for everyday travel and access to key centres. It enables compact, transit-oriented development and reliable connections across the corridor.
De-concessional leases	Leases that were originally given at a discounted rate for community or not for profit use, but have since had those special conditions removed. After the lease is de-concessionalised, the lease becomes a standard market value lease.
Density	Average number of residents, households, dwellings or habitable space in a given area, usually expressed as dwellings/people per hectare or floor area ratio.
Designated Area	The National Capital Plan defines areas that have the special characteristics of the National Capital to be ‘Designated Areas’, such as the National Triangle and embassies. In these areas, approval of works is the responsibility of the National Capital Authority.
Employment land	Land that is zoned in the Territory Plan for the use of commercial and industrial purposes.
Future development area	A location that has been identified for potential redevelopment or new urban growth. These areas are expected to accommodate new housing, mixed-use development or urban intensification in line with district strategies and the ACT Government’s Indicative Land Release Program.
Future-proof / space-proof	The process of anticipating the future and developing methods of minimising the effects of shocks and stresses of future events.
Greenhouse gas emissions	Any of the gases whose absorption of solar radiation is responsible for the greenhouse effect including carbon dioxide, methane, nitrous oxide and the fluorocarbons.
Gentle densification	A planning approach that increases housing density in a gradual, small-scale and human-centred way while maintaining the character and walkability of existing neighbourhoods. It focuses on adding well-designed homes – such as townhouses, low-rise apartments and other medium-density forms – in locations close to public transport, shops and services. Gentle densification supports shorter commutes, safer and more active streets, reduces the need for new suburbs, and encourages more people to use public and active transport.
Grade separation	The separation of transport movements at different levels – such as bridges, underpasses or tunnels – so pedestrians, cyclists, vehicles or public transport do not cross at the same level. Grade separation is often used where steep terrain, safety considerations or existing road layouts make at grade crossings (intersections) difficult.

Term	Definition
Green infrastructure	The network of vegetated and natural landscape elements within the urban environment, including trees, parks, gardens, green verges, green roofs and walls and other planted or natural areas that provide shade, cooling, habitat, stormwater benefits and improved visual amenity.
Griffin Legacy 2004	The National Capital Authority (NCA) strategy to realise the grand civic design envisaged by Walter Burley Griffin and Marion Mahony Griffin. The NCA is the Australian Government agency responsible for planning and developing the national capital in accordance with its ‘national significance’. The Griffin Legacy unlocks the potential of Canberra’s central national area, its landscape setting,main avenues and approaches, including Adelaide Avenue.
Group centre	Centres that service several nearby suburbs and provide easy access to major services, retailing and other commercial and community uses that meet the weekly needs of its catchment population.
Heritage place	A site, building, area, or natural landscape valued for its aesthetic, historic, scientific, social, or Aboriginal cultural importance. Protected at local, state/territory, national, or global level, these places are conserved for future generations.
High-rise housing	Refers to apartment types of eight storeys and above.
Housing diversity	A range of housing types; for example, single dwellings, town houses and apartments.
Human scale	Reflects a sympathetic relationship between the built form and human dimensions so people are not overwhelmed by the built form. Human scale contributes to a person’s perception of buildings or other features in the public domain. It is typically referred to when discussing the bulk and scale of development.
Humanised urban centre	An urban centre designed around people rather than cars, where walking, cycling and public transport are prioritised. It features safe, comfortable and attractive public spaces, strong pedestrian connections and development that supports active street life. It typically involves reduced car dominance, high-quality public transport integration and built form and public realm outcomes that improve accessibility, safety and everyday use.
Housing Supply and Land Release Program (ILRP)	An annual program that sets out the ACT Government’s intended supply of housing including land releases of residential, mixed-use, commercial, industrial, community and non-urban land for sale over four years.
Infill	Development of unused or underutilised land in existing urban areas. It increases the capacity of the existing urban area to support growth.
Key sites	Sites for renewal, identified in the District Strategies 2023, with principles to guide future planning of these sites.
Land use	The way a piece of land is used, which includes the activities that are undertaken on it such as residential, industrial, community facility, recreational and commercial.
Land withholding	The practice of some landowners to hold on to land without developing or releasing it, often waiting for higher returns. This can limit redevelopment opportunities and make it harder to coordinate upgrades across a precinct.
Last-mile freight	The last part of the supply chain where goods are moved from a distribution point to their final destination. This stage often relies on smaller vehicles or active delivery methods; it benefits from efficient street and transport networks.
Liveability	This is a measure of resident’s quality of life and is used to benchmark cities around the world. It includes socioeconomic, environmental, transport and recreational measures.
Local centre	Small suburban shopping centres that provide convenience retailing and community and business services that meet the daily needs of the local population.

Term	Definition
Main avenue	A main avenue is a key formal boulevard, identified in the National Capital Plan as forming part of the National Capital’s symbolic and ceremonial structure. Main avenues function as significant approaches to the Parliamentary Zone and other nationally important areas. Planning and development along main avenues must maintain the integrity, setting and visual quality of these routes and enhance their role as major urban corridors, ensuring high-quality urban design, consistent built form, and streetscapes that reflect Canberra’s national character. Examples of main avenues include Commonwealth Avenue, Kings Avenue and Constitution Avenue, which together define the geometry and ceremonial presence of the National Triangle.
Medium density	Refers to attached and semi-detached dwellings (such as dual occupancies, townhouses and the like) and low-rise apartments.
Micromobility	Micromobility technologies are creating new ways to move around our city. They include forms of travel that: require less effort for longer distances (like e-bikes); are a source of fun (like e-scooters, skateboards and rollerblades); allow them to carry things and people (like cargo bikes, bike trailers, trolleys); give them freedom to move (like mobility devices, wheelchairs and walking aids).
Mid-rise housing	This refers to larger scale medium density housing development up to around 6 or 7 storeys. These are typically always apartment buildings, and may also include mixed-use or shop top housing development.
Missing middle housing	Primarily refers to low rise medium density housing types that fall between smaller apartments and larger freestanding homes, which are largely missing from Canberra’s housing diversity. Such housing includes duplexes (two attached or semi-attached dwellings), townhouses (dwellings in a multi-unit complex), terrace houses (dwellings built in a continuous row), dual occupancies (two dwellings on one block of land), and manor homes (3–4 small low-rise dwellings).
Mixed-use	An umbrella term that means a block that has both residential and one or more commercial uses.
Multimodal	Many different types of transport within a network, including walking, bikes, e-scooters, cars, buses, light rail, heavy rail, freight and others.
Nature avenue	A landscape focused movement corridor that brings the character of nearby natural areas into the urban environment. It features native vegetation, views to surrounding landscapes, continuous green edges and active travel paths that connect to broader ecological and recreational networks, while providing a gentle transition to higher density development.
Outcomes-focused development	An approach to development that focuses on achieving defined planning and place based outcomes rather than prescribing specific design solutions. Outcomes focused development emphasises the quality, performance and results of development, allowing flexibility in how outcomes are achieved, instead of relying on rigid rules-based compliance.
Parkland boulevard	A wide, well maintained, tree lined avenue that integrates with surrounding parkland and is designed to enhance amenity and the overall user experience.
Passive surveillance	‘Eyes on the street’ from people in buildings and going about their daily activities to create a sense of safety on streets and public spaces.
Public domain / Public space / Public realm	Spaces that belong to or are available to the public, including parks, streets and other public spaces such as plazas, courtyards and open spaces.
Rapid public transport network	A rapid public transport network is a connected system of high-frequency, fast and reliable public transport services that provide efficient travel along key corridors across the city to minimise delays and ensure consistent travel times. The network supports walkable and cyclable access, links major activity centres and residential areas, and forms the backbone of sustainable, transit-oriented movement within the city.
Residential redevelopment	Development of residential areas that involve demolition of or substantial changes to the existing dwellings and / or establishing or adding new dwellings to the site. It can be on a single block or a larger group of blocks.

Term	Definition
Resilience	The capacity of individuals, communities, businesses and systems in a region to survive, adapt and thrive, no matter what chronic stresses and acute shocks they experience, including climate change.
Separate house	Refers to detached dwellings, typically on single blocks in areas zoned for low-density residential.
Setback	Distance between block boundary and the outside face of a building or structure.
Shared zone / shared space	A road or place where the road space is shared safely by vehicles, cyclists and pedestrians. A shared zone may include the removal of traffic lights, pedestrian barriers, road markings and kerbs to give equal priority to all users and require negotiation between users.
Social infrastructure	Encompasses all the facilities, services and networks that help families, groups and communities meet their social, health, education, cultural and community needs.
Spatial context	Where and how a site sits within the broader environment.
Speciality employment precinct	Speciality employment precincts are employment-focused areas with a distinct economic or industry role that differs from traditional commercial or mixed-use centres. They support concentrated employment activity while allowing complementary uses that enhance amenity and accessibility.
Streetscape	The appearance of public spaces such as streets, open spaces and pathways. It includes landscaping, microclimate, shading and planting.
Sustainable growth	Forms of growth that meet the needs of the present without compromising the ability of future generations to meet their needs.
Territory Plan	The key statutory planning document in the ACT. It guides planning and development to provide the people of the ACT with an attractive, safe and efficient environment in which to live, work and play. The Territory Plan is used to: ■ manage development, in particular land use and the built environment ■ assess development applications ■ guide the development of new estate areas (future urban land) and the management of public land.
Town centre	A town centre offers a wide range of facilities and services to serve the community and visitors from the surrounding district, including those not offered in local and group centres. Typically, a town centre offers employment opportunities and provides higher order retail facilities, offices and consulting rooms; cultural, community and public administration; entertainment, educational, religious and residential facilities.
Transport corridors	Transport corridors are generally linear in form and are designed for mass transport. Transport corridors offer one or more modes of transport, such as car lanes, cycle lanes, bus lanes, light rail and footpaths. Development often occurs along transport corridors due to easy access to transport.
Transit-oriented development	A land use planning approach that encourages sustainable and mixed-use development around transport stops and aims to create vibrant and walkable communities.
Transport spine	The principal movement corridor that concentrates high capacity, high frequency public transport along a defined route, supported by coordinated land use, walking and cycling networks. A transport spine provides the backbone for everyday travel and access to key centres. It enables compact, transit oriented development and reliable connections across the corridor.
Urban design	The collaborative and multi-disciplinary process of shaping the physical setting for life in cities and towns. It involves the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes that facilitate successful development.
Urban development investigation area	Areas where technical studies are required to determine whether future residential or mixed-use development may be suitable. These areas have potential for growth but are subject to detailed investigations including environmental assessment, infrastructure feasibility, community engagement and alignment with broader planning objectives.

Term	Definition
Urban footprint	The geographic extent of the existing urban area.
Urban improvement	Incorporates improvements to the structure of streets and public domain in neighbourhoods as greater density occurs. This could include adding more connections and greenery to encourage walking and enhance local liveability.
Urban renewal / urban regeneration	The process of improving the economic, social and environmental sustainability of a particular urban area through redevelopment of underutilised sites. It typically involves urban redesign, infrastructure renewal and investment, and identifies precincts and land for mixed-use.
Urban village	An urban village is a mixed-use area located around a light rail stop. It offers small-scale, everyday shops and services that support – rather than compete with – nearby commercial centres. Urban villages follow transit-oriented development principles, encouraging higher density living, walkability and strong links to public transport. Each urban village will have its own character, level of activity, built form and density, supported by planning changes that improve urban design and connections to public transport.
Urbanising agent	An agency or organisation that has responsibility for communicating, planning, brokering, coordinating and funding particular projects. It has a clear governance structure.
Walkability	How easy it is to walk to and around places. Walkability is measured in terms of proximity to services, connectivity in street layouts and population density.
Water sensitive urban design	The planning, design or construction of the built environment to minimise water runoff and ensure any runoff causes the least amount of damage. It is also about wise use of that water to improve our urban environment.
YourSay	The ACT Government’s online community consultation hub.

Southern Gateway

Draft Southern Gateway Planning and Design Framework