



**Legislative Assembly** for the  
**Australian Capital Territory**

Standing Committee on Environment,  
and Planning

# Submission Cover Sheet

## **Inquiry into the Role and Future of the Woden Town Centre in the context of a compact city**

Submission number: 082.1 - Supplementary

Submitter: Public Transport Association of Canberra

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# Submission to Scentre Group's Woden Town Centre Concept Masterplan

Public Transport Association of Canberra | 16/11/2025

## Who we are

The Public Transport Association of Canberra (PTCBR) is a public transport users group with members from all sectors of the community. We want to help more people use public transport by working with government, industry and the community to help make a better transport system for Canberra and the surrounding region.

## Our interest in this proposal

PTCBR have a set of core ideas and principles that guide our thinking and advocacy on how to achieve a great public transport system in Canberra.<sup>1</sup> We believe that good land use planning supports good public transport by enabling homes, shops, services, and recreational facilities to be placed near frequent and reliable public transport services, such as our city's rapid bus and light rail network.

## Our views on this proposal

At a high level, Scentre Group's *Woden Town Centre Concept Masterplan* (the Concept Masterplan) is consistent with PCTBR's views on land use and planning, and we are therefore supportive. However, the Concept Masterplan presents a level of holistically-planned residential density and focused amenities that Canberra has not seen before - and we urge Scentre Group and Purdon to make good transport central to this proposal.

Canberra needs denser development, but this must be accompanied by plans for convenient public transport and active transport to, from, and around those denser developments. We must not create situations where high levels of concentrated private vehicle traffic place pressure on dense residential areas. We need places that are most convenient to get around by foot, bike, and public transport - where using a car is optional for much of daily life because it is simply

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<sup>1</sup> <https://ptcbr.org/transport-in-canberra/our-vision/>

easier to do otherwise. We urge the proponents to deeply consider these points and ensure that the Concept Masterplan fully enables non-car transport.

The two specific recommendations below are focused on improving access to, from and through the proposed redevelopment site to the new Woden Public Transport Interchange (the Woden Interchange) on Callam Street.<sup>2</sup>

## Our recommendations

### **Recommendation 1:** Correctly identify the main pedestrian connections to and from the Woden Interchange

The weakest aspect of the Concept Masterplan, as it pertains to PTCBR's interests, is how it illustrates connections from Westfield shopping centre to the surrounding urban fabric - it does not always accurately reflect the current and future build environment. This is especially noticeable in the case of the Woden Interchange and the proposed terminus for Light Rail Stage 2B (Commonwealth Park to Callam Street), which is **incorrectly shown** as being located between Bradley Street and Neptune Street.

PTCBR urges the authors of the Concept Masterplan to undertake a more thorough review of publicly available material to ensure the location and layout of the new Woden interchange is shown correctly in the plans. Once this has been corrected, the pedestrian connections between this facility and the development proposals contained in the Concept Masterplan should be explicitly identified in the accompanying diagrams, as illustrated in [Figure 1](#).

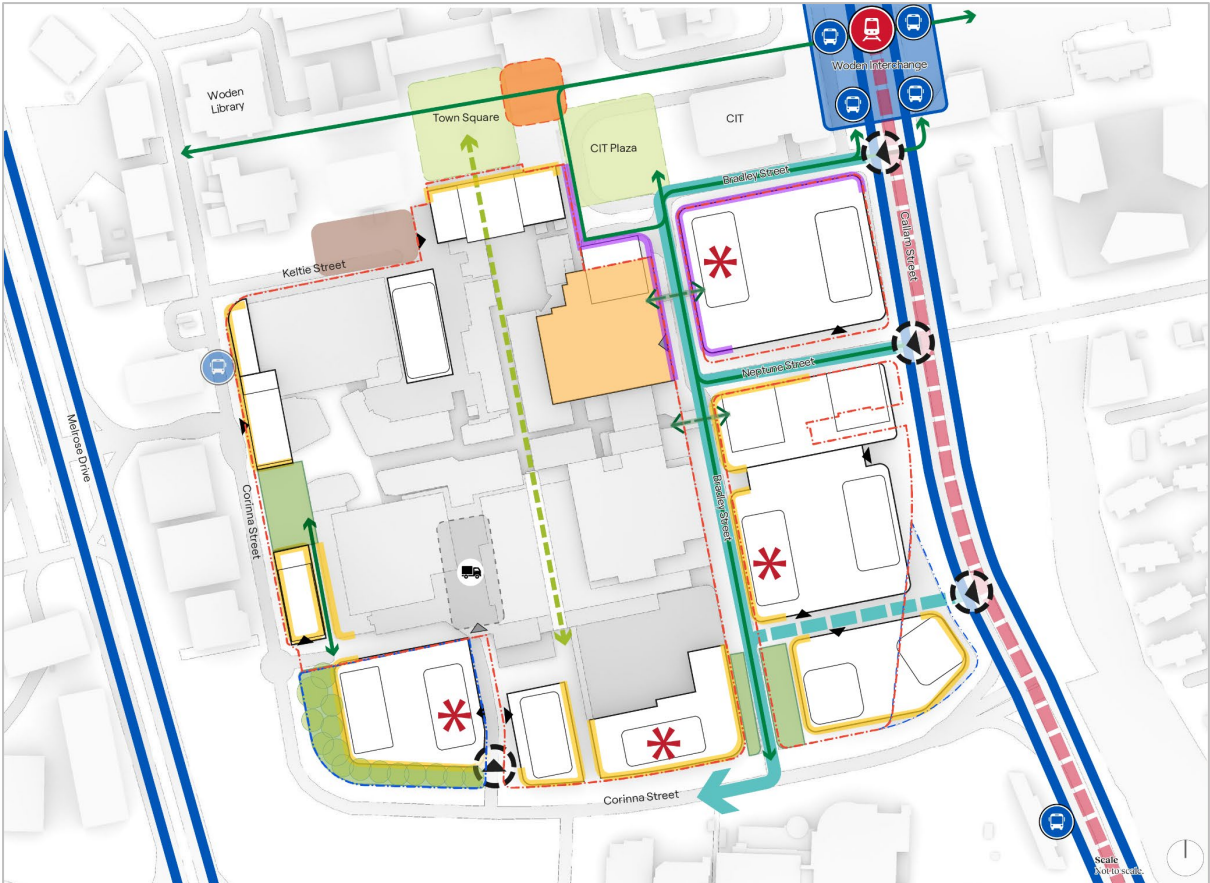
### **Recommendation 2:** Provide retail colonnades along the main pedestrian connections to and from the Woden Interchange

The extent of the redevelopment proposed in the Concept Masterplan presents a unique opportunity to improve the historically weak connections between the main shopping centre and key attractions on the eastern side of the Woden Town Centre, including Arabanoo and Eddison Parks, the Woden Youth Centre and the new Woden Interchange.

PTCBR believes this could be achieved introducing sheltered retail colonnades along the key pedestrian links illustrated in [Figure 1](#). Retail colonnades of the kind shown below in [Figure 2](#) would provide additional shelter for pedestrians making their way to and from the Woden Interchange, without encroaching onto the street verge and consequently precluding the planting of large canopy trees.

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<sup>2</sup> <https://www.act.gov.au/builtforcbr/browse-all-projects/transport/woden-transport-interchange>



**Figure 1:** Revised Concept Plan showing the correct location of the new Woden Interchange (blue), pedestrian connections (green), proposed retail colonnades (purple), and future stages of light rail (dashed red)



**Figure 2:** Retail colonnade at Parramatta Bus Station

## How to contact us

PTCBR would appreciate the opportunity to discuss the contents of this submission with the authors of the Concept Masterplan, and to discuss public transport users' needs more generally as these plans continue to develop into the future. Our point of contact for this proposal is Ryan Hemsley, who can be reached at [submissions@ptcbr.org](mailto:submissions@ptcbr.org).