

Curtin Residents Association

ACT Election 2024 questions to parties and candidates

The questions we asked parties and candidates to comment on are

1. Traffic congestions and rat running through Curtin, support for building the Mint interchange
2. Poor bus service
3. Declining community amenity and environmental value of the Yarralumla Creek corridor
4. Integrating the new residential area in North Curtin with existing residential areas

The detailed questions and explanations are at the bottom of this page, following the party responses.

ISSUE 1	<p>Traffic congestion and 'rat running' through Curtin Solution: Build the Mint Interchange</p>
Question	<p>Traffic congestion and 'rat running' through Curtin is a major issue for the Curtin community. The primary causes of this problem are:</p> <ul style="list-style-type: none"> • traffic cannot flow from Cotter Road on to Yarra Glen south towards Woden; • traffic coming from the south cannot flow from Yarra Glen on to Cotter Road; and • there no direct access to the West Deakin commercial centre from Cotter Road <p>The Mint Interchange addresses all three primary causes of traffic congestion and 'rat running' through Curtin.</p> <ul style="list-style-type: none"> • An ACT Government commissioned study of the Mint Interchange can be found at http://www.cmd.act.gov.au/data/assets/pdf_file/0014/601241/Documents-1-Part-1.pdf <p>Note that during community consultation for the Canberra Brickworks the ACT Government said that the construction of the Mint Interchange would be considered in the planning for Stage2B of Light Rail from Civic to Woden.</p> <p>Question</p> <p>Will you advocate for and support an ACT Government study for the construction of the Mint Interchange, including consultation with the community, to be completed within the next two years?</p>
<p>Party response</p> <p>ACT Greens</p>	<p>Yes</p> <p>The ACT Greens are happy to support this study being completed, along with broader consideration of other measures that can assist to reduce rat running and road usage, including the impact of rapidly providing more frequent and reliable buses. This would mean that the study would need</p>

	<p>to consider the construction of the interchange within the context of a more holistic consideration of the transport and traffic calming needs to better meet the needs of residents. This would also allow for active identification of immediate steps that can be taken given that road duplications and new roads are expensive and often come with unintended consequences such as exacerbating other traffic problems, including by simply attracting more traffic.</p>
ACT Labor	<p>Labor in Government has begun consultation with the community of building more homes in North Curtin and considering the transport connections adjacent to the block.</p> <p>In the next term Labor will consider planning for part of the broader Mint Interchange, which is an exit from Yarra Glen Drive northbound to the Cotter Road westbound, and whether it is feasible to incorporate this infrastructure into the North Curtin residential development.</p> <p>Labor will continue to progress the design early design and planning for Stage 2B of the Light Rail via Curtin to Woden. As highlighted, during community consultation for the Canberra Brickworks, the ACT Government acknowledged the Mint Interchange and consideration to this area in the planning for Stage2B of Light Rail from Civic to Woden.</p> <p>ACT Labor will continue to work through each milestone necessary to bring light rail to Woden, including traffic and transport, environmental works, parliamentary and planning approvals. We'll further develop the design in line with these approvals and consider a business case for stage 2B next term.</p> <p>A detailed overview of the Light Rail stage 2B approach for the Inner South and Yarra Glen precincts, including proposed traffic and improved public transport routes can be found https://www.act.gov.au/lightrailtowoden/stage-2b/stage-2b-approach</p>
Fiona Carrick Independents	Yes
Rima Diab (ungrouped)	<p>YES</p> <p>The Mint Interchange will facilitate commuting for Curtin and Deakin residents, that are being affected by southbound traffic flows.</p>

ISSUE 2	<p>Poor bus service</p> <p>Solutions</p> <ol style="list-style-type: none"> 1. Increase frequency of route 58 to every 20 minutes
----------------	--

	<p>2. Re-route rapid (R7 or R10) or peak-hour express services (routes 180 or 181)</p>
<p>Question</p>	<p>Curtin covers a large area and only people living in the southern-most portion (about 15% of the suburb), which is within walking distance of stops for rapid routes R4 and R5 routes, have access to a satisfactory bus service. This is isolating for residents.</p> <p>There are two issues with the 'local' bus service (route 58): frequency (every 30 minutes on weekdays) and duration of the trip to Civic (approx. 40 minutes). Duration of the trip to Civic is a particularly acute issue during the morning and afternoon commuting peak-times now that there is no longer an express bus between Civic and Curtin: commuting times have gone from 25 minutes door-to-door to an hour or more and so people have stopped using a bus.</p> <p>Question Will you advocate for and support implementation of (both/either/ none) of these solutions within the next 2 years?</p>
<p>Party response</p> <p>ACT Greens</p>	<p>1. Increase frequency of route 58 to every 20 minutes</p> <p>YES. The ACT Greens have committed to increasing bus frequency on every suburban route by 2026, meaning that all buses will run every 20 minutes or better on weekdays, and every 30 minutes or better on weekends.</p> <p>2. Re-route rapid (R7 or R10) or peak-hour express services (routes 180 or 181).</p> <p>WOULD CONSIDER. We're not experts on public transport system design, but what we know is that once the Woden Bus Depot opens and more buses enter the fleet, we have opportunities to optimise the network, including an assessment of the routing of buses and whether new services are required.</p> <p>We commit to improving the bus network with a particular focus on frequency and would make continuing improvements to the network over coming years as more electric buses enter the fleet and the fleet grows. This may include changes to where buses stop but this would need to be balanced with the broader requirements of the network and existing users.</p> <p>Additional comments</p> <p>The ACT Greens have led the charge for better buses in this term of government, with Jo Clay calling for better buses in the Legislative Assembly in 2022, calling for further investment into bus priority infrastructure in 2023 and publishing our big bus plan in 2024.</p> <p>We have the most ambitious policy for buses, calling for two new depots to be built in coming years to grow the electric bus fleet and run more bus services more frequently. The Greens plan for buses every 20 minutes or better on weekdays and 30 minutes or better on weekends is the most ambitious plan on offer of all parties, we also support improvements such</p>

	<p>as path upgrades to get to your local bus stop easier, more shelters, seats, lights and bike parking at bus stops and more bus lanes to keep the bus network flowing.</p> <p>We've already launched our paths and bus policies on our website and these detail how we'll make moving around outside a car easier, reducing congestion by taking cars off our roads and replacing these journeys with walking, riding or public transport.</p> <p>We can also reduce rat running by ensuring local streets are designed for people, with measures such as traffic calming and road designs from the Active Travel Design Guide making it less desirable to rat run through the suburbs and instead ensuring people use arterial roads for those journeys, like they were designed to do.</p> <p>By focusing on making walking, riding and public transport a better option for all Canberrans we can make our city more liveable for everyone. This will take a real ambition and the commitment to match. The ACT Greens plan is the most comprehensive and bold on offer and will deliver the services we need.</p>
ACT Labor	<p>1. Frequency</p> <p>ACT Labor has committed to uplift and increase the frequency of bus services to every 20 minutes on a weekday across all local bus routes.</p> <p>We will also improve the frequency of weekend services on local routes to hourly on Sundays from next year.</p> <p>ACT Labor will continue the work bring frequent mass-transit to Curtin for the first time by extending light rail to Woden, with a stop at Carruthers Street Curtin, delivering a service frequency of every 5 minutes during the morning peak. As part of the planning for the North Curtin residential neighborhood Labor will consider options to provide bus stops to give access to the R7, R10 and 180/181 services to Curtin residents for the first time.</p> <p>In the future we will also consider the integration of these nearby bus routes (which will still run through to the city) with the light rail line, providing access for residents to other stops in the Parliamentary Triangle and Deakin delivered by the light rail project.</p> <p>ACT Labor will deliver rapid transport to Curtin on Yarra Glen Drive by extending light rail to Woden with a stop at Carruthers Street Curtin. There are currently no rapid bus stops from South Curtin through to Albert Hall, so light rail will deliver access for the first time to rapid transport for many Curtin residents.</p> <p>Next term we will continue to work in partnership with the Albanese Labor Government on the planning design of light rail to Woden. ACT Labor will continue to work through each milestone necessary to bring light rail to Woden, including environmental, works, parliamentary and planning approvals. We'll further develop the design in line with these approvals and consider a business case for stage 2B next term.</p> <p>2. Routes</p>

	<p>As part of the planning for the North Curtin residential neighborhood Labor will consider options to provide bus stops to give access to the R7, R10 and 180/181 services to Curtin residents for the first time.</p> <p>In the future we will also consider the integration of these nearby bus routes (which will still run through to the city) with the light rail line, providing access for residents to other stops in the Parliamentary Triangle and Deakin delivered by the light rail project.</p> <p>ACT Labor will deliver rapid transport to Curtin on Yarra Glen Drive by extending light rail to Woden with a stop at Carruthers Street Curtin. There are currently no rapid bus stops from South Curtin through to Albert Hall, so light rail will deliver access for the first time to rapid transport for many Curtin residents.</p> <p>Next term we will continue to work in partnership with the Albanese Labor Government on the planning design of light rail to Woden. ACT Labor will continue to work through each milestone necessary to bring light rail to Woden, including environmental, works, parliamentary and planning approvals. We'll further develop the design in line with these approvals and consider a business case for stage 2B next term</p>
<p>Fiona Carrick Independents</p>	<p>No response.</p> <p>Additional comment:</p> <ul style="list-style-type: none"> • I support great public transport and advocate for better services through Curtin. • I note that services to Hughes and other areas have also diminished. • While the solutions provided above may be the most appropriate, I want to be open to a range of ideas and solutions to make sure we get the best outcomes.
<p>Rima Diab (ungrouped)</p>	<p>1. Increase frequency of route 58 to every 20 minutes. YES</p> <p>I have stated on my platform, from day one, that we need more bus routes and more frequent buses, including on weekends and public holidays. I will advocate for increasing the frequency to every 20 minutes. Our community members who do not own a car or are unable to drive due to a medical condition, being on meds, or other reasons, should not feel that they cannot go out, especially on weekends/public holidays with the current infrequent bus services.</p> <p>2. Re-route rapid (R7 or R10) or peak-hour express services (routes 180 or 181). YES</p> <p>Yes, I am open to advocating for re-routing rapid and peak hour express services to allow our Curtin community members who currently are not within walking distance of current bus stops, easier access. Another solution would be to have in place a rapid bus service and peak-hour</p>

	express bus service that would be targeted at servicing Curtin/Deakin residents.
--	--

ISSUE 3	Declining community amenity and environmental value of the Yarralumla Creek corridor
Question	<p>The Yarralumla Creek corridor forms the Eastern and most of the Northern border of Curtin.</p> <p>It provides a high level of amenity for the community: recreation in the natural environment and pedestrian/bicycle path.</p> <p>The Yarralumla Creek corridor also has high environmental value as part of the ACT's 'blue-green' network. There is strong overlap between this environmental value and amenity for the community.</p> <p><i>Integration of Yarralumla Creek into the blue-green network could also provide opportunities to improve ecological connectivity and amenity value between core habitat areas in Red Hill and Oakey Hill nature reserves, as well as between the Molonglo River corridor to the north of the district through to Mount Taylor and Farrer Ridge nature reserves to the south. Woden District Strategy page 10</i></p> <p>However, both the natural and built infrastructure in the corridor are not being maintained resulting in a slow, but steady, decline in amenity.</p> <p>Solutions</p> <ol style="list-style-type: none"> 1. Fund development and implementation of an ecological connectivity landscape plan for at least that part of the Yarralumla Creek corridor that borders Curtin. 2. Upgrade the main shared path for pedestrians and cyclists in the Yarralumla Creek corridor that borders Curtin to make it safe for a mix of pedestrians, cyclists and e-mobility devices. <p>Question</p> <p>Will you advocate for and support implementation of (both/ either/ none) of these solutions within the next 2 years?</p>
Party response ACT Greens	<p>1. Fund development and implementation of an ecological connectivity landscape plan. Yes</p> <p>The ACT Greens are committed to enhancing biodiversity, improving landscape connectivity, and increasing the amenity value of local parks and green spaces.</p> <p>Work is currently underway as part of the ACT Healthy Waterways program to develop a whole of catchment plan for Lake Burley Griffin. This will identify priority areas for restoration, renaturalisation and protection. The catchment plan's main focus will be on improving waterway health and water quality, but it will</p>

also identify biodiversity value and opportunities for improving landscape connectivity.

The ACT Greens have announced a comprehensive plan to improve the health of our waterways. This includes expanding the Healthy Waterways program with an additional \$50 million to build more wetlands, re-naturalise and restore creeks and rivers, continue education programs and conduct research and monitoring to improve water quality, enhance biodiversity and restore waterway health. One of the projects we have identified for delivery under this program is building a wetland in the area adjacent to Yarralumla Bay. This would help to clean stormwater while increasing biodiversity and creating a beautiful area for everyone to enjoy. A range of such projects are proposed across Canberra, with more to be developed in consultation with the community. Projects upstream along Yarralumla Creek could be considered as part of this program. Our Caring for Waterways initiative is available at <https://greens.org.au/act/policies/environment#water>.

In addition to dedicated waterways funding, the ACT Greens have promised a \$50 million Bush Capital Conservation Fund to provide a permanent and long-term source of increased funding for landscape level conservation, restoration, and environmental management in the ACT. The Fund is part of a comprehensive package of environmental legal protection, habitat connection and enhancement of our reserve system that we have scoped to fit the critical gaps in government support for the environment in the ACT.

Reconnecting fragmented habitat and restoring biodiversity will be a priority for the Fund, through projects like new wildlife land bridges, overpasses and underpasses, species reintroductions and establishing wildlife refuges, and tree planting programs for animals dependent on endangered habitat. Given the importance of the Yarralumla Creek corridor in the blue-green network, restoration work undertaken by the Fund could support the Yarralumla Creek and Bay restoration work funded under the Healthy Waterways program.

2 Upgrade the main shared path for pedestrians and cyclists. **YES**
The ACT Greens are committed to delivering an expanded active travel path network across Canberra by 2030. We have a plan for a world-class, connected path network across our city that gives everybody the freedom to choose how they move. This includes deliver a city-wide, off-road bike network by 2030, investing in safe, separated bike paths - not painted lines, offering \$500 rebates to help Canberrans switch to e-bikes, and making it easier for people to ride and scoot, with better facilities at our schools, workplaces and town centres.

	<p>We want as many Canberrans as possible to choose walking and riding. But without a city-wide network of paths, it isn't an option for most people. The ACT already has a city-wide map that shows where we need to invest, but there is no plan to make it happen. The ACT Greens want to turn this map into a reality by 2030, delivering the entire project within six years and giving Canberrans the infrastructure they need. Our plan will deliver 135km of new separated bike paths, fixing many of the missing connections in neighbourhoods across the city and boosting our path network. This will include connecting the main shared path for pedestrians and cyclists along the Yarralumla Creek corridor to our broader path network.</p> <p>More information available here: https://greens.org.au/act/policies/transport#bikes</p>
ACT Labor	<p>3.1 ecological connectivity landscape plan</p> <p>A re-elected ACT Labor Government will continue to protect what Canberrans love most about the bush capital – trees, open spaces, and easy access to parks and 37 nature reserves, spanning almost 11,000 hectares across our city.</p> <p>We will appoint an ACT Government Landscape Architect to lead and develop a landscape plan for the ACT.</p> <p>The Landscape Plan will build on the work of environment and planning directorates to ensure that our natural and urban environments thrive, and Canberra remains the bush capital and a city in a landscape.</p> <p>ACT Labor will also:</p> <ul style="list-style-type: none"> • employ additional dedicated volunteer co-ordinators within TCCS to support the Urban Parks and Places Program and other urban community on-ground programs who work to keep our urban environment healthy. • Increase funding provided to weed management to better tackle invasive species such as St Johns Wort by \$2million over the term. • Develop a managing the interface policy to guide best practice between urban and non-urban areas. The focus of the policy will be on reducing the spread of weeds and other pests throughout the city. • Review of how to best assist local environmental groups with their ongoing needs and activities. As part of this review, we will work with the Environmental Peak Groups to identify how Government can better support their initiatives including through increased and sustainable

	<p>funding. We will work with other environmental groups to provide small grants to support their activities.</p> <p>3.2 Upgrade the main shared path for pedestrians and cyclists</p> <p>Next term we will continue to work in partnership with the Albanese Labor Government on the planning design for future stages of light rail to Woden including a new safe separated cycling infrastructure along the line from Woden through to the city. ACT Labor will continue to work through each milestone necessary to bring light rail to Woden, including environmental, works, parliamentary and planning approvals. We'll further develop the design in line with these approvals and consider a business case for stage 2B next term.</p> <p>As part of the light rail works, improvements are being designed to the surrounding walking and cycling network. This includes the trunk cycle route through Curtin adjacent to Yarralumla Creek and Yarra Glen. In the shorter term improvements to the Yarralumla Creek path and better walking and cycling connections will be considered as part of the development of the North Curtin residential estate.</p> <p>Labor has also committed \$5 million to improve paths in Weston Creek and the Woden Valley.</p>
Fiona Carrick Independents	<ol style="list-style-type: none"> 1. Fund development and implementation of an ecological connectivity landscape plan. YES 2. Upgrade the main shared path for pedestrians and cyclists. YES
Rima Diab (ungrouped)	<ol style="list-style-type: none"> 1. Fund development and implementation of an ecological connectivity landscape plan. YES Creating an ecological connectivity landscape plan is essential for enhancing biodiversity, improving ecosystem resilience, and promoting sustainable land use. 2. Upgrade the main shared path for pedestrians and cyclists. YES Upgrading the main shared path for pedestrians and cyclists can enhance safety, accessibility, and overall user experience.

ISSUE 4	Integrating the new residential area in North Curtin with existing residential areas
Question	Integration of the new residential area proposed for North Curtin with existing residential areas of Curtin is essential for the success of this new development. This requires the planning, design and

	<p>development conditions for the new residential area, which are currently being developed within the ACT Government, to:</p> <ol style="list-style-type: none"> 1. be extended beyond the new residential area to include the broader urban context of the site; and, 2. include social and environmental objectives in these conditions. <p>The green open space of the Yarralumla Creek corridor including an old pedestrian/cycling path is adjacent to both the new residential area and existing residential areas of Curtin. Use of this space will be critical to effective integration of the two residential areas. Integration can be achieved by creating a well-treed park on both sides of a naturalised section of Yarralumla Creek that includes facilities supporting community gatherings and pedestrian/cycling through traffic.</p> <p>Questions:</p> <p>4.1. Will you advocate for and support</p> <ul style="list-style-type: none"> • including the broader urban context of the North Curtin Residential Area in the planning, design and development conditions for this site; and, • explicitly including social and environmental objectives in these conditions? <p>4.2. Will you advocate for and support inclusion of a planning condition for the North Curtin Residential Area that requires a park-like linkage on both sides of a naturalised section of Yarralumla Creek with facilities supporting community gatherings and pedestrian/cycling through traffic?</p>
<p>Party response</p> <p>ACT Greens</p>	<p>Question 4.1: YES</p> <p>The ACT Greens firmly believe it is important to take the broader urban context into consideration when setting the planning controls for the proposed North Curtin residential site.</p> <p>For example, the land to the west of the site will be developed for diplomatic purposes, which will influence the height and setback of buildings from the boundary. Also, access to the site will be mainly from Cotter Road, which influences movement of traffic through and around the site.</p> <p>Social and environmental objectives will influence development of the site. These will be applied through the provisions of the Territory Plan as well as the Biodiversity Sensitive Design Guide, Urban Design Guide and Housing Design Guide.</p> <p>Question 2: YES</p> <p>The ACT Greens will advocate for the best possible design solution that considers all the factors that will shape how the site is developed. In addition to the factors outlined above, the relationship with the suburb of Curtin will be an important consideration.</p>

	<p>Whilst it is unlikely that a vehicular connection will be suitable under the current proposal, the ACT Greens will advocate strongly for pedestrian and cyclist connection to the current Curtin residential area. We also believe that some form of park could be established to the south of the site, which could include a bridge across the stormwater channel.</p> <p>We believe that ongoing community consultation is needed to best understand how we can best link both sides of a naturalized section of Yarralumla Creek. The Greens would also like to see a natural play area to be considered within the overall role and function of the channel.</p>
ACT Labor	<p>Question 4.1</p> <p>The ACT Labor Government has committed to the supply of new homes in north Curtin to supply more housing close to transport and services, as well as investing in the infrastructure to support them.</p> <p>The future residential neighbourhood is envisioned as high-quality, sustainable and vibrant with quality public streets and spaces and will be close to transport, local services and places of employment. The conditions for the site will be informed by consultation with the community.</p> <p>Planning and consultation are already underway for the north Curtin development. The north Curtin consultation will also feed into further community consultation on a broader 'Draft Southern Gateway Planning and Design Framework' over the next two years establishing an integrated land-use and transport plan for the extension of Canberra's mass-transit light rail line to Woden. It will demonstrate design excellence and celebrate Canberra's unique landscape character while placing more value on public places that prioritise pedestrians, cycling and public transport as well as the provision of social infrastructure required for sustainable communities.</p> <p>Further information regarding North Curtin Residential Area plans, the draft Southern Gateway Planning and Design Framework and the opportunity to have your say can be found https://www.planning.act.gov.au/projects-priorities/southern-gateway-planning-framework</p> <p>Question 4.2</p> <p>Planning is underway for the North Curtin residential neighbourhood with conditions being developed based on consultation. Labor will consider the feasibility of this request as the draft conditions are developed noting that it is the NCA's decision as to what ultimate conditions are placed on the block.</p> <p>A re-elected Labor Government will appoint an ACT Government Landscape Architect to develop a landscape plan for the ACT.</p>

	<p>The Landscape Plan will build on the work of environment and planning directorates to ensure that our natural and urban environments thrive, and Canberra remains the bush capital and a city in a landscape.</p> <p>Further information regarding North Curtin Residential Area plans and the opportunity to have your say can be found https://www.planning.act.gov.au/projects-priorities/southern-gateway-planning-framework</p>
Fiona Carrick independents	<p>Question 4.1 YES</p> <p>Question 4.2 YES</p>
Rima Diab (ungrouped)	<p>Question 1 YES</p> <p>Integrating the proposed North Curtin residential area with the existing Curtin community is vital for creating a cohesive neighbourhood. The design should align with current homes and include public spaces that encourage social interaction.</p> <p>Question 2 YES</p> <p>Advocating for a planning condition that includes a park-like linkage along both sides of the naturalized section of Yarralumla Creek is important, as it would enhance connectivity between neighbourhoods, providing safe pathways for pedestrians and cyclists, and a recreational area for residents, for community gatherings and outdoor activities.</p>

Full questions and background explanation.

We asked parties questions on four issues.

ISSUE 1: Traffic congestion and 'rat running' through Curtin

Question 1

Will you advocate for and support an ACT Government study for the construction of the Mint Interchange, including consultation with the community, to be completed within the next two years?

Background

Traffic congestion and 'rat running' through Curtin is a major issue for the Curtin community. The primary causes of this problem are:

- traffic cannot flow from Cotter Road on to Yarra Glen south towards Woden;
- traffic coming from the south cannot flow from Yarra Glen on to Cotter Road;
- and
- there is no direct access to the West Deakin commercial centre from Cotter Road

Solution: Build the Mint Interchange

The Mint Interchange addresses all three primary causes of traffic congestion and 'rat running' through Curtin.

- An ACT Government commissioned study of the Mint Interchange is at http://www.cmd.act.gov.au/data/assets/pdf_file/0014/601241/Documents-1-Part-1.pdf
- Note that during community consultation for the Canberra Brickworks the ACT Government said that the construction of the Mint Interchange would be considered in the planning for Stage2B of Light Rail from Civic to Woden.

ISSUE 2: Poor bus service

Question 2

Will you advocate for and support implementation of (both/ either/ none) of these solutions within the next 2 years?

Background

Curtin covers a large area and only people living in the southern-most portion (about 15% of the suburb), which is within walking distance of stops for rapid routes R4 and R5 routes, have access to a satisfactory bus service. This is isolating for residents.

There are two issues with the 'local' bus service (route 58): frequency (every 30 minutes on weekdays) and duration of the trip to Civic (approx. 40 minutes). Duration of the trip to Civic is a particularly acute issue during the morning and afternoon commuting peak-times now that there is no longer an express bus between Civic and Curtin: commuting times have gone from 25 minutes door-to-door to an hour or more and so people have stopped using a bus.

Solutions

1. Increase frequency of route 58 to every 20 minutes.
2. Re-route rapid (R7 or R10) or peak-hour express services (routes 180 or 181) that run along Cotter Road and Adelaide Ave to Cotter Road - McCulloch St - Carruthers St - Yarra Glen - Adelaide Ave.

ISSUE 3: Declining community amenity and environmental value of the Yarralumla Creek corridor

Question 3

Will you advocate for and support implementation of (both/ either/ none) of these solutions within the next 2 years?

Background

The Yarralumla Creek corridor forms the Eastern and most of the Northern border of Curtin.

It provides a high level of amenity for the community: recreation in the natural environment and pedestrian/bicycle path.

The Yarralumla Creek corridor also has high environmental value as part of the ACT's 'blue-green' network. There is strong overlap between this environmental value and amenity for the community.

Integration of Yarralumla Creek into the blue-green network could also provide opportunities to improve ecological connectivity and amenity value between core habitat areas in Red Hill and Oakey Hill nature reserves, as well as between the

Molonglo River corridor to the north of the district through to Mount Taylor and Farrer Ridge nature reserves to the south. Woden District Strategy page 10

However, both the natural and built infrastructure in the corridor are not being maintained resulting in a slow, but steady, decline in amenity.

Solutions

1. Fund development and implementation of an ecological connectivity landscape plan for at least that part of the Yarralumla Creek corridor that borders Curtin.
2. Upgrade the main shared path for pedestrians and cyclists in the Yarralumla Creek corridor that borders Curtin to make it safe for a mix of pedestrians, cyclists and e-mobility devices.

ISSUE 4: Integrating the new residential area in North Curtin with existing residential areas

Question 4

4.1 Will you advocate for and support

- including the broader urban context of the North Curtin Residential Area in the planning, design and development conditions for this site; and,
- explicitly including social and environmental objectives in these conditions?

4.2. Will you advocate for and support inclusion of a planning condition for the North Curtin Residential Area that requires a park-like linkage on both sides of a naturalised section of Yarralumla Creek with facilities supporting community gatherings and pedestrian/cycling through traffic??

Background

Integration of the new residential area proposed for North Curtin with existing residential areas of Curtin is essential for the success of this new development. This requires the planning, design and development conditions for the new residential area, which are currently being developed within the ACT Government, to:

1. be extended beyond the new residential area to include the broader urban context of the site; and,
2. include social and environmental objectives in these conditions.

The green open space of the Yarralumla Creek corridor including an old pedestrian/cycling path is adjacent to both the new residential area and existing residential areas of Curtin. Use of this space will be critical to effective integration of the two residential areas. Integration can be achieved by creating a well-treed park on both sides of a naturalised section of Yarralumla Creek that includes facilities supporting community gatherings and pedestrian/cycling through traffic.

