

<i>North Curtin Draft DCPDD Submission</i>	
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2	A McPherson
3	
4	H Freeman
5	Andrew
6	Richard
7	R Herrick
8	J Whalan
9	L Wardlaw-Kelly
10	M Pflaum
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14	Yarralumla Residents Association
15	A Dolan
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53	J Hutchinson and R Hodgkins
54	C Oxley
55	Pedal Power ACT
56	Woden Valley Community Council
57	I Thompson
58	ACT Equestrian Association
59	Woden Progress Association
60	North Curtin Supporters Group
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62	D Troxell
63	J Martin
64	G Dawson
65	P Ottesen
66	Curtin Residents Association
67	S Byrne
68	J Gates
69	Y and P Clan
70	D Menere
71	A Parkinson
72	P Swaffield
73	R Greene
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75	A Paton
76	I Elsum
77	M Greene
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79	Southern ACT Catchment Group
80	N Gorddard

Submission 1

Team

My primary concerns with the plan:

1. There absolutely must be consideration for moving traffic between the Cotter Road, Yarra Glen, and Deakin (Denison St). This is needed for various reasons but in particular to stop the massive rat-running occurring up McCulloch and Carrutthers streets in Curtin. The routing is needed in all directions but in particular

- North from Yarra Glen onto the Cotter Road West bound,
- from Cotter Road to Yarra Glen South bound, and
- from Denison St to the Cotter Road (both directions)

The opportunity to make this change is when this development is planned and occurring in concert with plans for the light rail.

2. There must be access to the new precinct (both the multi-story developments and the diplomatic precinct) from Yarra Glen - reducing burden on the main roads in Curtin

3. Additional provisions for parking at the Curtin shops are desperately required. The shops are already at capacity for parking and there are already multiple multi-story developments planned near the shops. More developments nearby will make parking impossible. I expect this to be out of the scope of this document, but it *must* happen in concert.

Regards,

Jeremy Trow

Curtin Resident

Submission 2

Thanks for the opportunity

The development blocks the opportunity for a LH turn lane to be added from Adelaide Avenue to Cotter Road. Without this, all the traffic from Woden etc heading to the ever-growing Molonglo area etc goes right through Curtin, past the school kids walking to primary and high schools, right past a childcare drop off area, the shops etc. These streets are not designed for this volume of traffic. The solution is fairly obvious by adding a LH turn lane onto Cotter Road, and for the reverse direction this is also possible but not as easy.

So I strongly oppose the development on this basis as it removes that option.

Regards

Andrew

Andrew McPherson

Curtin Resident

Submission 3

Hi,

I am providing some feedback for the "Draft North Curtin Residential Area" proposal.

My only concern is with the heights of the buildings, in particular the 8 storey ones. I can see per your guidelines for floor heights it will be 5m for non-residential ground then 2.7m for each habitable room. This will easily put an 8 storey building to at least 24m.

Development conditions	
<i>proposals must</i>	
Maximum building depths:	Building separation: <i>maintain</i>
Ground Floor Commercial	Maximum 21m depth
Apartment buildings	Maximum 16m depth
Massing requirements:	Floor heights: <i>minimum</i>
- Limit building length to 60m before articulation - Orient taller buildings north-south where possible - Provide regular breaks for visual permeability	
Apartment buildings	Ground floor residential 4m, upper residential 3.2m
Townhouses	3.3m ground, 2.7m upper
Non-residential ground	5m
Ceiling height	Habitable rooms 2.7m, non-habitable rooms 2.4m, attic spaces 1.8m at edge of room with a 20 degree minimum ceiling slope

I don't like the idea of this turning into another high rise town centre with buildings at that height, to me it just doesn't gel well with the rest of the vibe of Curtin, Yarralumla and Deakin (which are predominately houses and office buildings of about 6 stories max), it would be much nicer if we could limit the heights as we did for the apartments that were recently done up in Curtin Place at Curtin shops.

Thanks,

Submission 4

To whom it may concern,

I am a Curtin resident and have been watching the proposal for the North Curtin development with interest.

I have just read through the draft design plans. I believe this development is good use of this land, and appropriate urban infill.

However, I'm very concerned that there are no reasonable options for downsizing.

Curtin is full of large family homes and the government is always encouraging older people to downsize to free these homes up for young families.

Very few people want to downsize to an apartment, and if they do there are many options available in the Woden area.

The majority of potential downsizers are looking for a 2-3 bedroom single level free standing house or a 2-3 bedroom single level townhouse.

I see the only townhouses in the plan are three story! This is completely unsuitable for anyone downsizing when they are older. They are also unsuitable for young families.

This is an excellent opportunity to provide a suitable and desirable housing option that will realise the government's aim of older people moving out of larger homes and freeing them up.

An opportunity that looks like it will be missed, again.

Please, please consider amending the plans to include a good number of single level townhouses in this development.

Kind regards

Hilary Freeman

Submission 5

Hey, so the 1 page view is 44 pages long! LMAO

Anyway, plan is missing a left hand turn to cotter Rd (aqua), and a dedicated off road bike lane (yellow). Image below.

Cheers

Andrew



Submission 7

Submission on Draft North Curtin Residential Area – Detailed Conditions of Planning, Design and Development (DCPDD)

Prepared in response to consultation documents:

- Draft North Curtin Residential Area - DCPDD - single page view.pdf
- explanatory_document.pdf
- 0426_north_curtin_dcpdd_-_qa.pdf

1. Introduction

This submission responds to the Draft Detailed Conditions of Planning, Design and Development (DCPDD) for the North Curtin Residential Area.

While the proposal is presented as a well-integrated, sustainable urban development aligned with national housing objectives, the supporting documentation reveals significant gaps in evidence, unresolved risks, and over-reliance on uncertain future infrastructure.

In its current form, the proposal does not provide a sufficiently robust, evidence-based planning framework to justify the scale, density, and form of development proposed.

2. Overarching Concern

The central issue with the draft DCPDD is that it is strategically framed but not substantively proven.

Key planning assumptions, particularly relating to transport, infrastructure capacity, and environmental performance, are either:

- Uncertain,
- Insufficiently evidenced, or
- Deferred to future processes.

This undermines confidence that the development will achieve the outcomes claimed.

3. Key Issues

3.1 Reliance on Uncertain Light Rail Infrastructure

The proposal relies heavily on Light Rail Stage 2B to justify:

- Reduced car dependency
- Higher density development
- Public transport accessibility

However:

- The project is still subject to environmental approval processes
- The proposed stop near the site is described only as a “possible future stop”

Concern:

The planning framework assumes infrastructure that is neither approved nor guaranteed.

Implication:

If light rail is delayed, modified, or does not include a stop near the site, the development risks becoming:

- Car-dependent
- Congested
- Poorly serviced

Submission Position:

The DCPDD must include:

Submission on Draft North Curtin Residential Area – Detailed Conditions of Planning, Design and Development (DCPDD)

- A fallback planning scenario without light rail
- Revised transport and parking assumptions based on confirmed infrastructure

3.2 Inadequate Transport and Traffic Analysis

The site is proposed to be accessed primarily via a single connection to Cotter Road requiring a signalised intersection.

There is:

- No detailed traffic modelling
- No analysis of peak hour impacts
- No assessment of impacts on regional traffic flow

Concern:

Cotter Road is a critical arterial route, and the proposal may significantly impact its function.

Submission Position:

The DCPDD should not proceed without:

- Comprehensive traffic modelling
- Intersection performance analysis
- Clear demonstration that regional traffic impacts are acceptable

3.3 Environmental and Water Management Uncertainty

The proposed “water ecology park” is a central feature of the development, combining:

- Public open space
- Stormwater management infrastructure

However, there is:

- No flood modelling presented
- No long-term maintenance framework
- No detailed ecological impact assessment

Concern:

The proposal risks presenting infrastructure as amenity, without adequately addressing:

- Flood risk
- Water quality
- Public safety

Submission Position:

Further work is required to:

- Clarify whether the park is primarily infrastructure or recreation
- Demonstrate flood resilience and safety
- Identify long-term management and funding arrangements

3.4 Lack of Infrastructure and Services Planning

The documents do not adequately address:

- School capacity
- Health services
- Community infrastructure

Despite proposing a significant new residential population.

Concern:

There is no demonstrated alignment between population growth and service provision.

Submission on Draft North Curtin Residential Area – Detailed Conditions of Planning, Design and Development (DCPDD)

Submission Position:

The DCPDD must include:

- A clear population yield estimate
- Supporting infrastructure capacity analysis
- Commitments to delivery of required services

3.5 Governance and Accountability Risks

The site is:

- ACT Government land
- Within an NCA Designated Area

This creates a dual governance structure where:

- The ACT Government delivers development
- The NCA controls planning approval

Concern:

This split creates uncertainty regarding accountability for:

- Infrastructure delivery
- Planning outcomes
- Community impacts

Submission Position:

Clarification is required on:

- Governance arrangements
- Accountability mechanisms
- Dispute resolution processes

3.6 Insufficient Certainty in Planning Controls

The DCPDD contains extensive use of:

- “Indicative” plans
- Conceptual diagrams
- Non-binding illustrations

Concern:

Key aspects of the development are not clearly defined or enforceable.

Submission Position:

The DCPDD should:

- Clearly distinguish between mandatory controls and indicative guidance
- Ensure that critical elements (layout, access, open space, infrastructure) are binding

3.7 Density and Built Form Not Adequately Justified

The proposal includes:

- Building heights up to 8 storeys
- A mix of medium to high-density housing

However:

- No population modelling is provided
- No justification of density relative to infrastructure capacity

Concern:

Submission on Draft North Curtin Residential Area – Detailed Conditions of Planning, Design and Development (DCPDD)

The proposal appears driven by policy targets rather than site-specific evidence.

Submission Position:

A clear evidence base is required to justify:

- Density levels
- Built form outcomes
- Infrastructure capacity

3.8 Unrealistic Car Parking Assumptions

Parking provision is limited to:

- Maximum 1 space per dwelling

This is based on assumptions of reduced car dependency.

Concern:

Given the current lack of high-capacity public transport, this may:

- Shift parking pressure to surrounding suburbs
- Create local congestion and amenity impacts

Submission Position:

Parking provisions must reflect:

- Current (not aspirational) transport conditions
- Demonstrated behavioural evidence

4. Additional Issues

Further concerns include:

- Lack of noise impact assessment (adjacent to major arterial roads)
- Limited detail on utilities relocation and constraints
- Absence of detailed staging and delivery commitments
- Potential overstatement of environmental benefits (“greenwashing”)

5. Conclusion

The Draft DCPDD represents an important planning initiative; however, in its current form it is not sufficiently robust to support approval.

The proposal:

- Relies on uncertain future infrastructure
- Lacks critical technical evidence
- Defers key decisions
- Provides insufficient certainty for the community

6. Recommendations

It is recommended that the NCA:

1. Defer approval of the DCPDD pending further analysis
2. Require:
 - Detailed traffic modelling
 - Infrastructure capacity assessment
 - Environmental and flood modelling
3. Remove reliance on unconfirmed infrastructure (light rail assumptions)
4. Strengthen the DCPDD to include:
 - Binding planning controls

Submission on Draft North Curtin Residential Area – Detailed Conditions of Planning, Design and Development (DCPDD)

- Clear staging and delivery requirements
- Defined accountability arrangements

7. Final Position

Until these matters are addressed, the proposal should not proceed to approval.

Submission 8

Dear NCA

I am a resident of Curtin and am writing to you about the redevelopment of the 'horse paddocks' at Curtin.

I have seen the details of the plan displayed at the Yarraumla shops outlining a range of issues.

I disagree with the Yarralumla Residents Association. I support your approach.

You have struck a reasonable balance between the new diplomatic district, the residential area and the buffer around the creek.

I support the higher density residential area balanced by the extensive green space.

What I hope that you are able to achieve is a way for walkers and cyclists to move between Curtin, the new precinct and Yarralumla with ease.

The greatest challenge will be managing traffic flows. I am sure that you will find the best resolution to that issue.

It is understandable that everyone complains about change.

Keep going and do good work.

Jeff Whalan

Submission 9

Thank you for the opportunity to make further comments on the proposed development plans. We really appreciate the improvements that have been made, so thank you.

1. I strongly support the proposal for a water ecology park along the Yarralumla Creek corridor as this was a major concern giving the repeated flood events and damage to the concrete causeway. With the extensive development on the northerly bank of the creek with extensive hard landscaping potentially causing additional run off, the creek capacity will be insufficient to accommodate extra rainfall so this proposal will go a long way to mitigating risk to nearby residences. It will also greatly increase amenity for new and existing residences. Importantly it should also preserve habitat for the many birds that currently benefit from the plantings along the causeway. We get a lot of native birdlife along this stretch, including the very small birds whose populations are dwindling elsewhere. I would argue for the retention of the current trees in the planned park, to secure the soil but also to protect the birdlife.

2. An additional tram stop would be very helpful in reducing reliance on private vehicles and should be considered.

3. There was a suggestion of creating an intersection linking the new diplomatic development to the lights at Lady Denman Drive which also merits further consideration.

4. I note the proposed reduction in maximum building heights from 9 stories to 8 stories: consideration could be given to a further reduction in building heights to preserve vistas along Adelaide Avenue/Yarra Glen.

5. There has been a lot of ugly, poorly constructed development in Canberra in recent years so perhaps the government could undertake to manage this development directly, like the NCDC used to do, even making the whole precinct well-built affordable housing designed to last. A quality, well designed public development could be a good investment for Canberra rather than profits for developers.

6. An IGA or convenience store and cafe would be an excellent addition given the parking problems at Curtin shops.

Once again I appreciate the ecological component of the new proposal which has turned me from a sceptic to a supporter. I look forward to welcoming our new neighbours!

Kind regards

Lisa Wardlaw-Kelly

Submission 10

Dear NCA, I have been looking at the website for the above. I live nearby and this would be an ideal location for us to downsize to. I have one question:

can there be a requirement made that the residences must be aspected sustainably, ie facing north? Many recent apartment blocks, feature large south and west facing windows, making them much more costly to heat in winter and cool in summer.

I would be grateful for your advice.

Kind regards

Monica Pflaum

Dear Monica

Thank you for your comments on the Draft North Curtin Residential Area – Detailed Conditions of Planning, Design and Development (DCPDD).

The NCA will prepare a Consultation Report detailing public feedback received and how the NCA has considered this feedback. Your submission will be included in the Consultation Report, which will be published on the NCA's website. Stakeholders will be notified when a decision has been made regarding the DCPDD.

In response to your question, regarding sustainability requirements, I advise that the North Curtin Residential Area Detailed Conditions of Planning, Design and Development set out environmental performance requirements such as daylight and solar access and natural ventilation.

Please reply by email if you have any further questions about the DCPDD.

Kind Regards

The Strategic Planning and Policy Team National Capital Authority

Thanks so much for your reply. Yes I saw the daylight and solar access provisions but it looks like the buildings will face North-West, rather than north. Wont this make them sunny on summer afternoons?

Thanks, Monica

Submission 11

NCA should employ some town planners, I don't disagree with infill, but your plan to stuff up traffic and everyones commute cause you don't understand how traffic works... Is just shocking.

Submission 12

Thank you for the opportunity to provide feedback to your plan.

Comment on Height of 8 Storey:

There is no artist rendering available to comment upon but I would entreat you to get an artist rendering of the view looking south from Mount Ainslie and Parliament House. I think you may find that this 8 Storey height might detract from the view and ruin the centrality of Parliament House to the Griffin Plan. In my view this would be a tragedy for the planned city of Canberra. Parliament House is a magnificent centrepiece and I think you may find its silhouette will be negatively impacted by these proposed 8 Storey buildings behind. If it does negatively impact - please lower.

Your current plan places 8 Storey buildings potentially casting a shadow over other buildings. It is probable that if these buildings were moved to the Southern side of each precinct the shadows will have less impact upon other residences in the precinct.

Transport Access:

Light Rail. You state 'connect to future light Rail Stage 2B infrastructure'. Light Rail 2B has no tram stop for this precinct and the ACT government has staunchly resisted placing a tram stop and underpass for this precinct. You should either consult with the ACT Government and have them change their minds, or you should take this statement out of your documents. It is frustrating that this obvious need is omitted by the ACT Government purposely and yet somehow the news hasn't reached the federal government. If there is to be no tram stop all of your key transport assumptions are undermined.

Car Traffic. 1200 residences+ will generate 4-6 car movements per day. 4800 - 7200. This is an enormous amount for McCulloch St and Cotter Road. I think your traffic modelling will show the need for that tram access point. You might alleviate some of the congestion by having an entry only into the precinct for cars travelling Northward from Woden along YarraGlen Rd / Adelaide Avenue.

A pedestrian and bicycle bridge connecting to the existing bike path around Curtin may encourage some school children to cycle or walk to school.

Proposed size of apartments:

three or more bedrooms in 95m² is the size of a 3 bedroom Govie in 1967. They are all being knocked down because in 2027 that is not acceptable for a 3 bedroom. This specification is out of touch.

Where is the nod to the ACT Governments 'missing middle'. There is no middle in this plan it is simply apartments, too small for a modern family. This should be reviewed

Thank you for your consideration

Phill M

Phillip Moses

Curtin ACT

Submission 14

ACTESA | 9 Amberley Avenue | Fairbairn Business Park | Majura ACT 2609

-13-

DEVELOPMENT APPLICATION NO: Draft Detailed Conditions of Planning, Design and Development (DCPDD) (ESA 20260152)

DATE RECEIVED: 18 March 2026

BLOCK: 13	SECTION: 121	DIVISION: Curtin
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DESCRIPTION OF THE PROPOSAL: see Development Application

COMMENTS PROVIDED FROM ACTSES ☒

ACT State Emergency Service's (ACTSES) position on the Development Application is:	
That the proposal is supported	
That the proposal is supported with conditions	X
That the proposal is not supported	
That further information is required for assessment	



ACTSES Advice

ACT State Emergency Service (SES) has assessed the proposal regarding the following:

Criteria	Assessed	Not Applicable
Identified Riverine Flood Zone	X	
General vehicle evacuation during 1% AEP flood		X
Dam Infrastructure Failure - Potential Flood Zone:	X	
Notes:		

Identified Dam Infrastructure Failure Flood Zone:

The proposed site is in an area that may become inundated should a dam infrastructure failure occur at Yarralumla Creek.

While an incident of this type is rated by the ACT Government as RARE and of MEDIUM risk, it is recommended that the project risk assessment consider this risk and that specific risk control measures are detailed in the Emergency Plan for this development.

ACTSES Further Information:

Further information regarding ACTSES requirements for Development Applications can be obtained by emailing ses@act.gov.au.

ACT ESA Further Information:

Further information regarding Development Applications can be obtained by emailing ACT ESA Emergency Management EmergencyManagement@act.gov.au

A handwritten signature in black ink, appearing to read 'Jodie Marshall'.

Jodie Marshall
A/g Chief Officer
ACT State Emergency Service

Hi Emergency Management,

ACTF&R has reviewed the **Draft North Curtin Residential Area- DCPDD Community Engagement and Feedback** website and documents and have no comments or objections to the development at this time.

ACTF&R look forward to the opportunity for input into the detailed design of the new urban areas through standard planning process.

Regards,



Neil Willis

Station Officer

Bushfire Planning and Development Assessment

T. 02 6207 8472

E. neil.willis@act.gov.au

www.esa.act.gov.au

ArcGIS Web Map

LEGEND

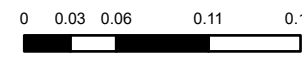
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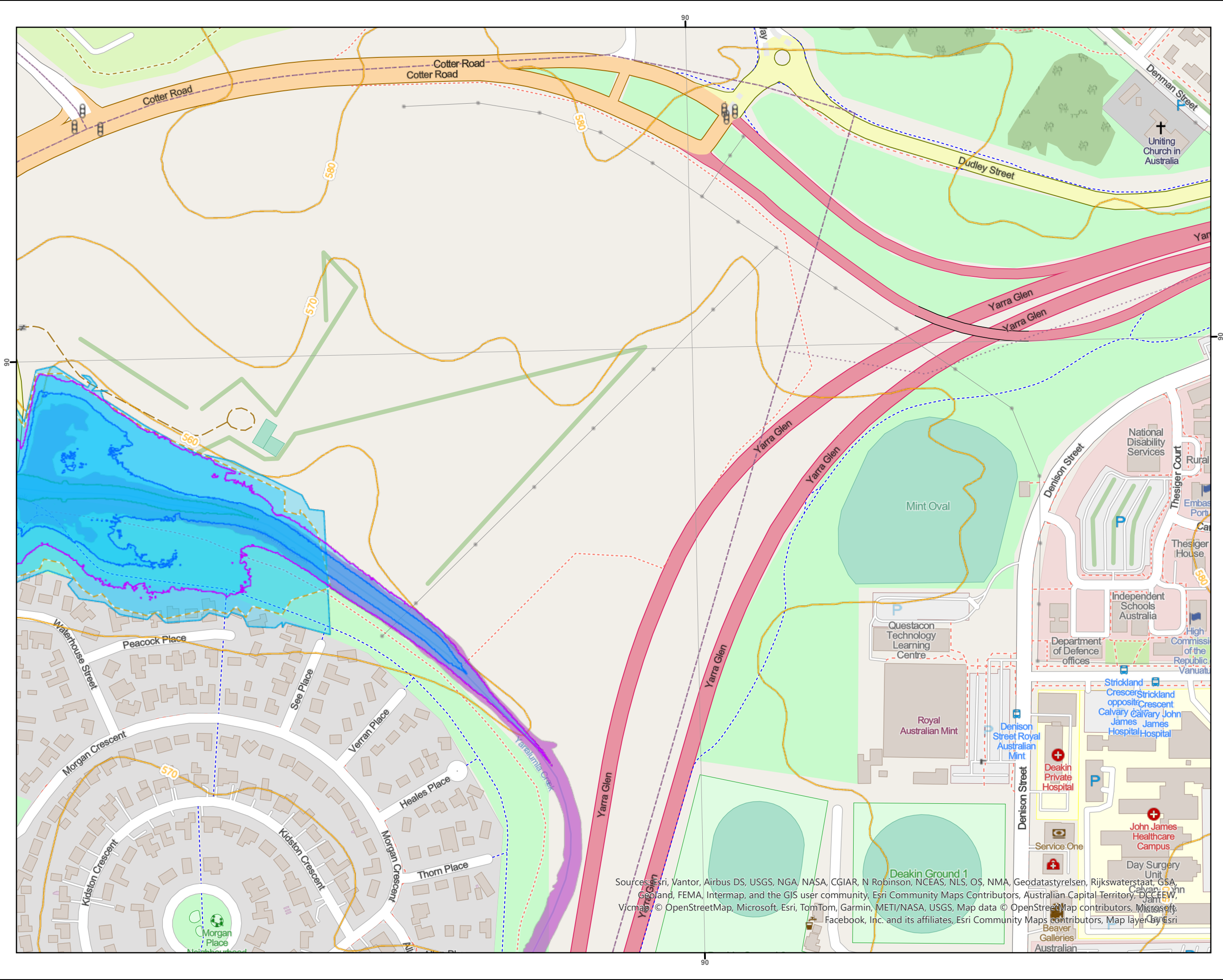
PRODUCTION INFORMATION

Map Produced by
Map Projection: WGS 1984 Web Mercator
Auxiliary Sphere

WARNING INFORMATION

Data Supplied by various stakeholders
under ANZLIC* Guidelines.

The information contained herein has
been provided in good faith. Effort
has been made to ensure its accuracy
and completeness.



Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastystrelsen, Rijkswaterstaat, GSA, GeoLand, FEMA, Intermap, and the GIS user community, Esri Community Maps Contributors, Australian Capital Territory, DCCCEW, Vicmap, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, METI/NASA, USGS, Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

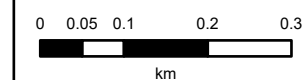
ArcGIS Web Map

LEGEND

 Border

SCALE

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PRODUCTION INFORMATION

Map Produced by
Map Projection: WGS 1984 Web Mercator
Auxiliary Sphere

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Submission 14

National Capital Authority
Draft North Curtin Residential Area Detailed Conditions of
Planning, Design and Development

Yarralumla Residents Association Submission

Submissions close on 10 June 2026 email to dcp@nca.gov.au

Context

The North Curtin Residential Area development in the Curtin Horse Paddocks is the first major infill development under the ACT Governments Southern Gateway Corridor urban intensification project. The focus of the Southern Gateway Corridor is urban infill through densification of the Light Rail Stage 2B (LRS2B) route along Yarra Glen and Adelaide Avenue.

KEY POINTS SUMMARY

The North Curtin Residential Area DCPDD does not meet the requirements of the National Capital Plan – there is no strategic plan, no integration with LRS2B and no guidelines for this urban infill development. Nor does it meet the requirements for assessment of listed threatened species under the Environment Protection and Biodiversity Conservation Act (1999).

There is no provision for the essential road infrastructure, namely the Mint Interchange. This is essential to deal with the current Adelaide Avenue-Yarra Glen- Cotter Road peak traffic congestion, **plus** the projected growth in arterial traffic due to the Molonglo suburbs and adjacent major urban infill developments, of 720 dwellings in Yarralumla, **plus** the North Curtin Residential Area of 1,200 dwellings **plus** the proposed Diplomatic Estate (32 hectares).

The high density of the development of 92 dwelling per hectare, is on a par with Singapore New Town Developments.

The proposed high density of the development is based on the 2019 advisory valuation report for the site referred to in the 2021 Final Report to Government (Confidential) by Mecone and Atlas “Canberra Light Rail Stage2B Urban Infill Ability Assessment” . This indicates that the adoption of the high-density is driven by the financial return to government.

The above matters need to be addressed and the North Curtin Residential Area development should not proceed in its current form.

Compliance with National Capital Plan

1. The North Curtin Residential Area DCPDD does NOT comply with the requirement of the National Capital Plan that it **must be** prepared in the context of a strategic planning exercise for the Adelaide Avenue/Yarra Glen corridor – as this does not exist.

No Integration with LRS2B

2. The ACT Government has justified densification stating it “will complement the LRS2B Project by creating additional residential communities along the route and increase patronage for the Light Rail service” (SLA September 20246).
3. There is no integration with Light Rail Stage 2B – no direct access and no light rail stop in proximity to the development are planned.

Road Infrastructure

4. There is no assessment, or provision for, the essential enabling infrastructure to support traffic volumes from major developments already underway in the area and the North Curtin Residential Site.
5. The Cotter Road and Adelaide Avenue from State Circle to the Cotter Road flyover are currently choke points and subject to continuous major traffic jams at AM and PM Peak.
6. The funding of the Mint Interchange is essential and its integration into planning and construction of LRS2B is essential for the North Curtin Residential Development given the traffic increases from the growth in the Molonglo suburbs, 720 new dwellings in Yarralumla, Woden, and West Deakin.

Density

7. The proposed high density of the North Curtin Residential Area of 1,200 dwellings in 13ha that is 92 dwellings/ha is unparalleled and unjustified.
8. The density is driven by land values and return to the ACT Government.
9. The high density is put forward in isolation with no consideration of the necessary infrastructure and in the absence of a clear overall plan or development guidelines for urban infill.
10. Medium density of 530 dwellings (40 dwellings/ha) equivalent to RZ4 or 170 dwellings (13 dwellings/hectare) is more appropriate.

KEY ISSUES

1. Compliance with National Capital Plan

The Draft North Curtin Residential Area Detailed Conditions of Planning, Design and Development (DCPDD) is subject to the National; Capital Plan (4.14 Diplomatic Precinct (Yarralumla, Deakin, O'Malley and Curtin) Code - Page 190) which states:

- ⇒ No access to Residential land is permitted from Yarra Glen.
- ⇒ Detailed conditions of planning, design and development **must be prepared in** the context of a strategic planning exercise for the Adelaide Avenue/Yarra Glen corridor, and are subject to public consultation.
- ⇒ For Residential land, detailed conditions of planning, design and development must be approved by the National Capital Authority prior to development.

The National Capital Authority states in the *Explanatory Document - Draft North Curtin Residential Area – DCPDD* that “Government have been collaborating so that there is a positive relationship between this site and the broader framework and proposals”.

The North Curtin Residential Area DCPDD is being put forward in the absence of the Southern Gateway Corridor Planning Framework that is intended to: integrate development land use and transport planning for LRS2B and establish guidelines for urban regeneration.

The ACT Governments “*Statement of Planning Priorities*” (Priority 1) was released on 16 December 2025. This states only that the light rail to Woden will present opportunities for mixed-use development integrated with public transport with the corridor designated an ‘urban renewal precinct’. The DPDD was released on 15 April 2026 just 4 months later.

The North Curtin Residential Area DCPDD does NOT comply with the requirement of the National Capital Plan to be prepared in the context of a strategic planning exercise for the Adelaide Avenue/Yarra Glen corridor – as this does not exist.

2. No Integration with LRS2B

Government has justified densification stating it “will complement the LRS2B Project by creating additional residential communities along the route and increase patronage for the Light Rail service” (SLA September 20246).

There is no integration with Light Rail Stage 2B – no direct access and no light rail stops in proximity to the development planned.

- ⇒ Only two Light Rail Stops are proposed under the EIS, at Kent Street and Carruthers Street. Residents would have a 1-2km walk to the nearest stop at Kent Street.
- ⇒ A light rail stop closer to the residential area to service the proposed development at the current Cotter Road flyover was assessed as non-viable (Light Rail Stage 2B (EIS202400003) - City and Environment Directorate - Planning).
- ⇒ No direct road access is permitted to Yarra Glen under the National Capital Plan, as it is an 80kph arterial road.

Light Rail Stops

(EIS Documents - Chapter 1 | Canberra Light Rail Stage 2B | ACT Government)



3. Road Infrastructure

There is no assessment, or provision for, the essential enabling infrastructure to support traffic volumes from major developments already underway in the area and the North Curtin Residential Site.

North Curtin Residential Development – core structure and access plan

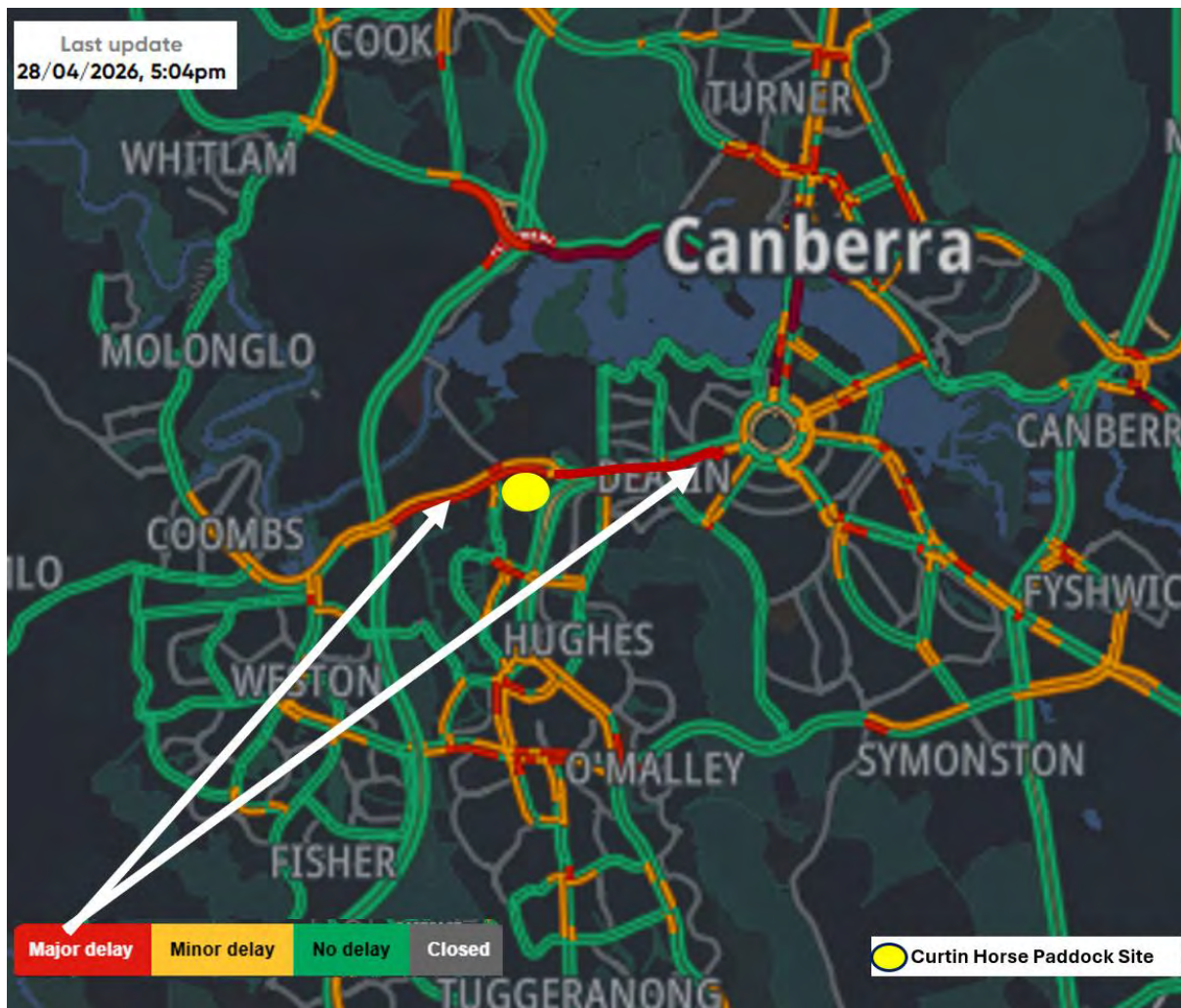


The primary access to the North Curtin Residential Site will be by vehicle from the Cotter Road. The Cotter Road carries up to 25,000 vehicles a day, and traffic is expected to grow to up to 35,000 cars by 2031 with the further development in the Molonglo Valley.

The North Curtin Residential area is proposed to have 1,200 dwellings. There will be additional Cotter Road traffic from the 720 new dwellings and commercial activities (Canberra Brickworks, Forestry Place and Minimbah Court), the major commercial area developments at West Deakin, and the development of the 32ha Diplomatic Estate. There will be increasing Adelaide Avenue-Yarra Glen traffic from the densification of Woden town Centre.

These traffic increases have been repeatedly modelled since 2012 with the assessment of the feasibility of the Mint Interchange (AECOM December 2012 Mint Interchange Pre-Feasibility Study for Land Development Agency). This showed a reduction in congestion at Kent Street of 30 to 44% at PM Peak 2031.

28 April 2026 PM Peak Traffic Congestion Adelaide Avenue-Cotter Road
(<https://www.tomtom.com/traffic-index/city/canberra>)



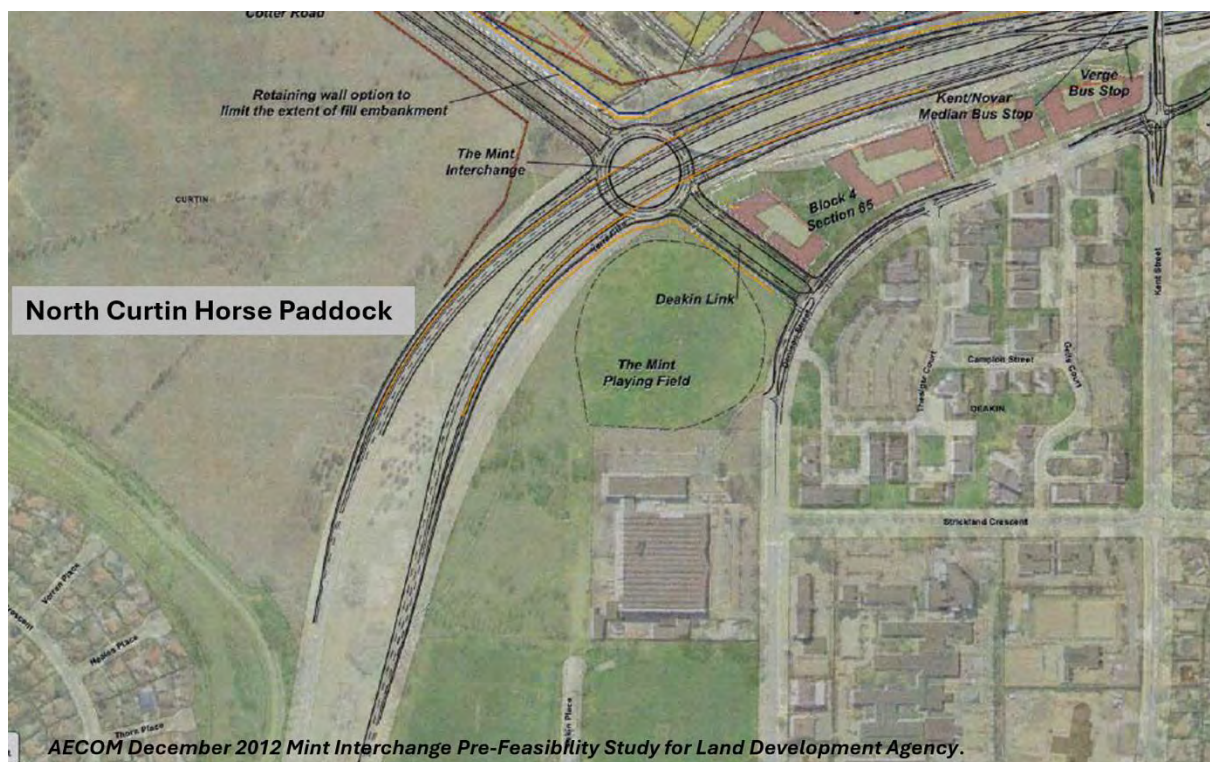
The Mint Interchange has been included in the ACT Government's recent traffic modelling on improvements to the road network on Adelaide Avenue and surrounding streets. The Canberra Strategic Traffic Model (CSTM) show a reduction in traffic congestion of 30 to 44% at Kent Street at 2031 (Stantec 2023 Transport Impact Assessment Forestry Place, Yarralumla). The Microsimulation Analysis to 2031 (SMEC June 2021 Traffic Report Microsimulation Analysis (Appendix A) specifically includes the future road network assumption of the Cotter Road Stage 3 From Dunrossil Drive to Adelaide Avenue (including the Mint Interchange) to link with Light Rail).

There are various designs for the Mint Interchange (e.g. raised roundabout, diamond intersection) however they all require to be planned and constructed in conjunction with the LRS2B as they impact on the alignment of LRS2B, road reserve land requirements and access to Adelaide Avenue-Yara Glen and the Cotter Road. It would be virtually impossible to construct the Mint Interchange afterwards.

Mint Interchange



Mint Interchange raised roundabout arrangement

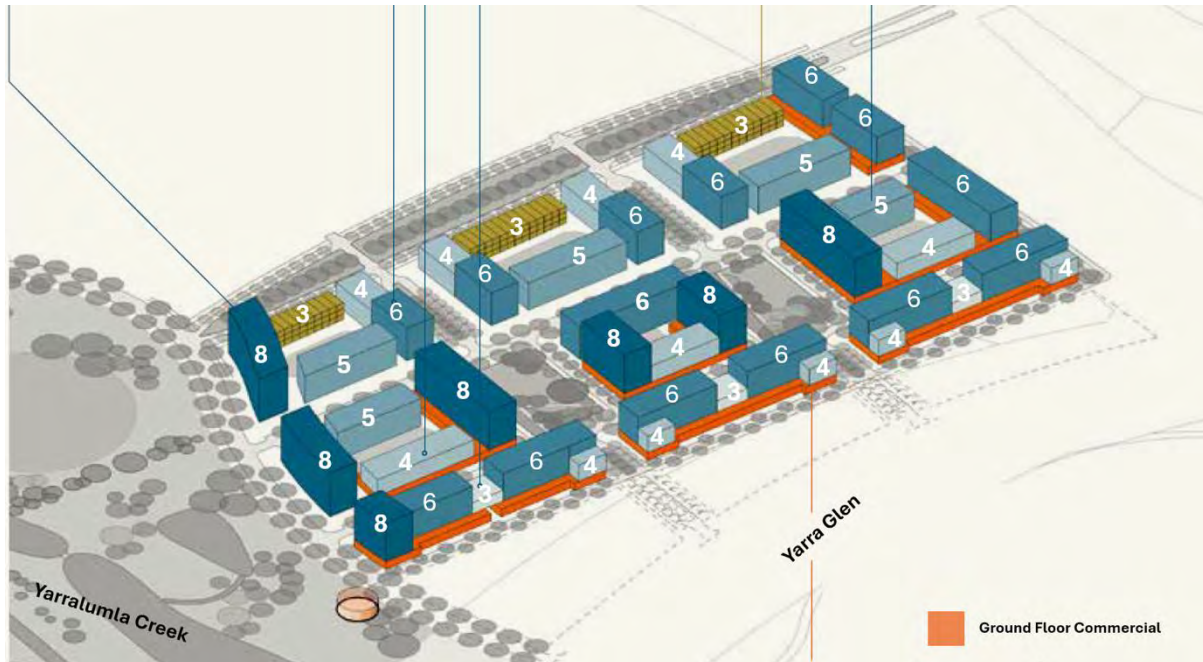


AECOM December 2012 Mint Interchange Pre-Feasibility Study for Land Development Agency.

4. Density

The high density is driven by land values and return to the ACT Government. Medium density of 530 dwellings (40 dwellings/ha) equivalent to RZ4 or 170 dwellings (13 dwellings/hectare) is more appropriate.

North Curtin Residential Area – Proposed building height and massing
(Draft North Curtin Residential Area Detailed Conditions of Planning, Design and Development National Capital Authority)

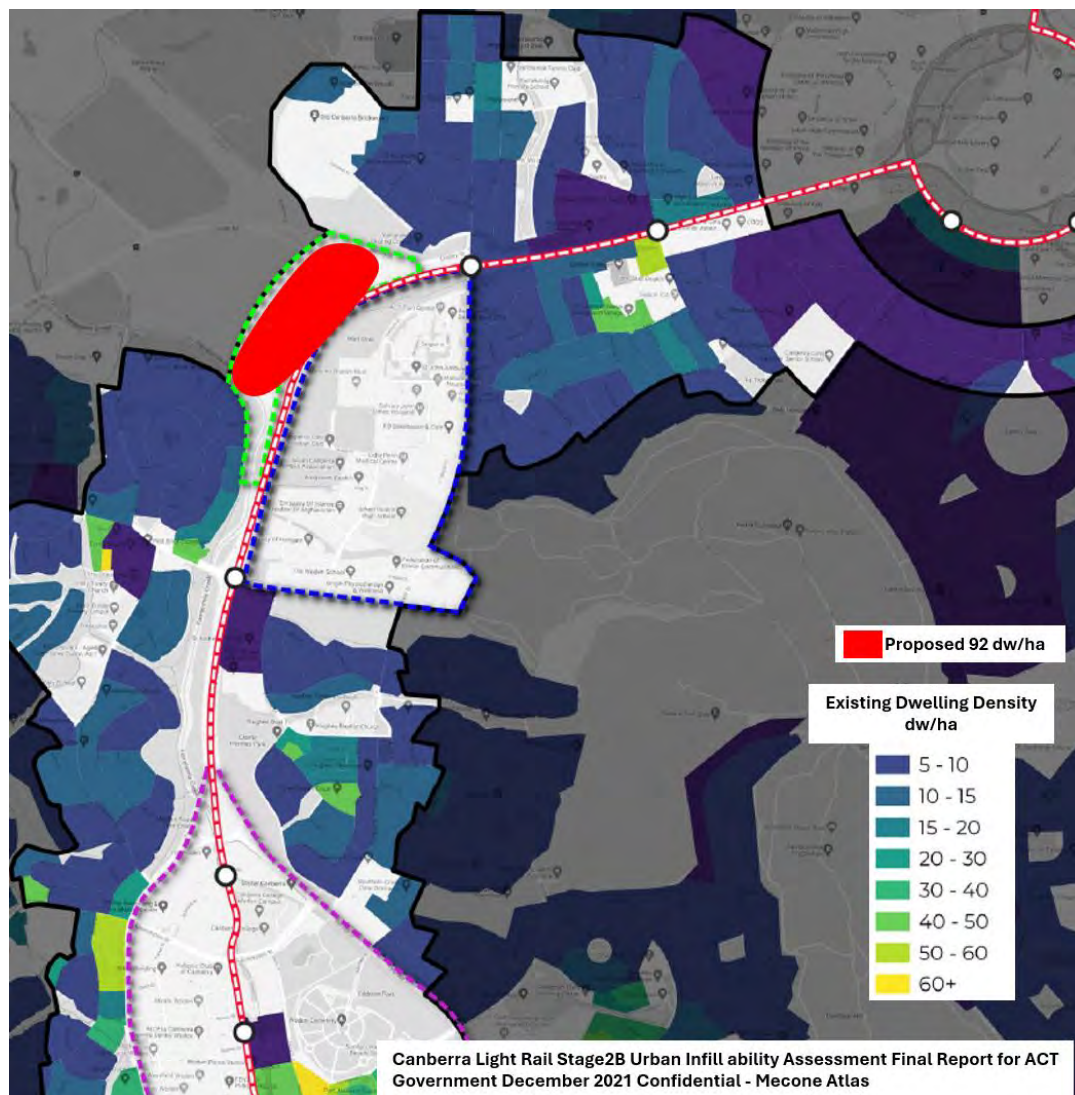


DENSITY

5. The density of 92 dwellings/ha is the same as Singapore New Town developments (<https://www.globalurban.org/GUDMag07Vol3Iss1/Yuen.htm>)
6. 4 times the density of the Canberra Brickworks and Forestry Place developments together of 25 dwellings/ha
7. Up to 20 times the density of Deakin Red Hill at 5 to 10 dwellings/ha
8. The density is equivalent in size to a new suburb but there is no provision or space for a local shopping centre, school or other community facilities. Only a possible “mini “supermarket is flagged and some ground-floor non-residential space.
9. Public open space within the development is just 0.24ha is provided – which equates to 2 square metres per dwelling
10. The adjoining wetlands “ecological park” is the 13ha floodable area of Yarralumla Creek next to Yarra Glen, provides open space will be of limited recreational use – you cannot play in a wetland or creek.

Existing and Proposed Density— Curtin, Yarralumla. Deakin and Red Hill

(from Page34 Canberra Light Rail Stage2B Urban Infill Ability Assessment Final Report for ACT Government December 2021 Confidential - Mecone Atlas)



The ACT Government has justified densification stating it “will complement the LRS2B Project by creating additional residential communities along the route and increase patronage for the Light Rail service” (SLA Final Version 2 – September 2024 6 Statement of Requirements – [PUI] 8788).

However, there is no connection or integration of the Curtin Residential Estate with LRS2B. Direct access to Yarra Glen is precluded by the National Capital Plan and a Light Rail Stop adjacent to the proposed development at the Cotter flyover has been assessed in the LRS2B draft EIS as unviable.

The proposed density is based on the “High Scenario” in the report to the ACT Government “Canberra Light Rail Stage2B Urban Infill Ability Assessment Final Report

for ACT Government December 2021 Confidential - Mecone Atlas”. This indicated that the adoption of the high-density scenario is driven by the financial return to government alone.

Extract from Mecone Atlas Report 2021 Pages 43 and 44

Table 4. Curtin Horse Paddocks Scenario Capacities and Take-Up (Dwellings)

Item	Existing	2031	2041	Capacity
Base Case	0	170	170	170
Medium Scenario	0	530	530	530
High Scenario	0	1,100	1,900	1,900

Medium Scenario

The built form outcome is assumed residential development ranging from 3-4 storeys, similar to an RZ4 zoning across the site. This medium scenario represents the moderate expected development on the site.

High Scenario

This scenario represents the high expected development on the site and is based on a 2019 advisory valuation report for the site.

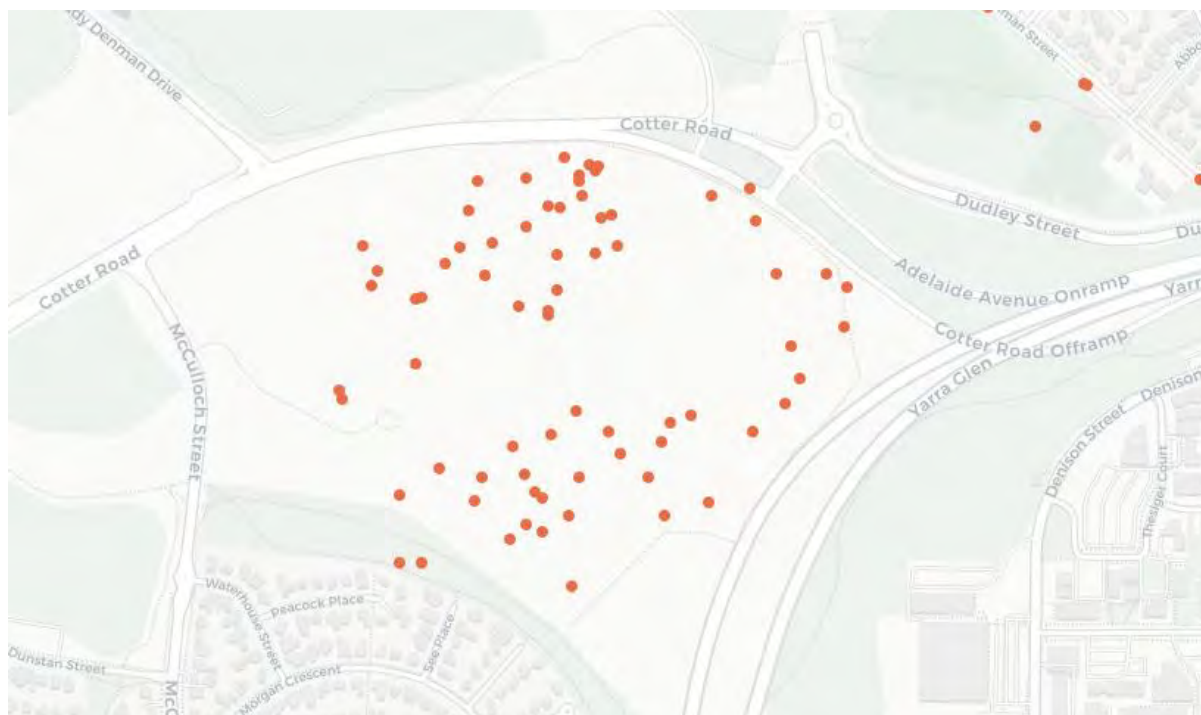
1. Non Compliance with the EPBC Act

The North Curtin Residential site (13ha), the Diplomatic Estate (32ha), and the adjacent Yarralumla Creek area (13ha) are habitat for the Golden Sun Moth (*Synemon plana*) which is listed as a "Vulnerable Threatened Species under the *Environment Protection and Biodiversity Act (1999) (EPBC Act)*. This is shown in a EPBC Act Protected Matters Report for the site.

Golden Sun Moth populations have reduced, and are highly fragmented, there being 125 known sites throughout its range post-1990. This includes 32 in the ACT where majority of these populations do not exceed 5 hectares in area.

Under the EPBC Act approval is required if the proposed action, on or adjacent to Commonwealth land, has, will have, or is likely to have a **significant impact** on a species listed in any of the following categories: extinct in the wild; critically endangered; endangered, or vulnerable. An assessment is required as to whether the impact will be significant and includes the site and adjacent areas. If there is any doubt on its significance the matter must be referred to the Environment Minister.

Occurrence Records 2026 *Synemon plana* : Golden Sun Moth | Atlas of Living Australia



The National Capital Plan Amendment 95, North Curtin Diplomatic Estate and Urban Area, took effect on 28 October 2020. The National Capital Authority advised that as the next steps will undertake detailed site investigations and estate development planning for the diplomatic estate ([Amendment 95 – North Curtin Diplomatic Estate and Urban Area | National Capital Authority](#)).

The 2021 Final Report to Government (Confidential) by Mecone and Atlas “Canberra Light Rail Stage2B Urban Infill Ability Assessment states that the ACT Government is currently undertaking detailed ecological assessments to determine the extent of threatened species and ecological communities on the site. It is understood from preliminary investigations in the diplomatic estate that there the potential existence of natural temperate grassland, a very rare habitat in the ACT.

There is no documentation in the public domain to demonstrate that an assessment of matters of environmental significance has been undertake, whether there is a significant impact on listed species and communities, and the need for referral and assessment under the EPBC Act.

The North Curtin Residential Area DCPDD does not meet the requirements of the EPBC Act and should not proceed until this has been undertaken.

CONCLUSION AND RECOMMENDATION

Until these matters are addressed, the proposed North Curtin Residential Area development should not proceed.

END OF DOCUMENT

NCA

I am writing to provide feedback on the North Curtin Residential Area.

I have four issues to raise.

First, there should be more three and four-bedroom apartments required in the proposed structures, to provide housing options for families and retirees wishing to downsize their home. The proposed plan stipulates that for developments of 40 or more dwellings, a minimum of only 10 per cent must be three-bedroom units. This is too few and risks repeating what we see in the Woden and other town centres – masses of one- and two-bedroom units with few larger units that are priced at an undue premium.

Second, even buildings of two and three stories should have lifts required to provide access for residents (and any visitors) with disability or movement limitations (eg elderly people).

Third, there must be assurance that the plan will provide adequate water absorption to avoid flooding Yarralumla Creek and surrounding land, noting that climate change may increase the severity of rainfall events over time.

Four, there needs to be certainty that residents in the development will have near access to a light rail stop. I suspect that the distance to the currently proposed stop near central Curtin may be too far for many to walk, especially in summer and winter.

Thank you for the opportunity to comment.

Alex Dolan

Curtin

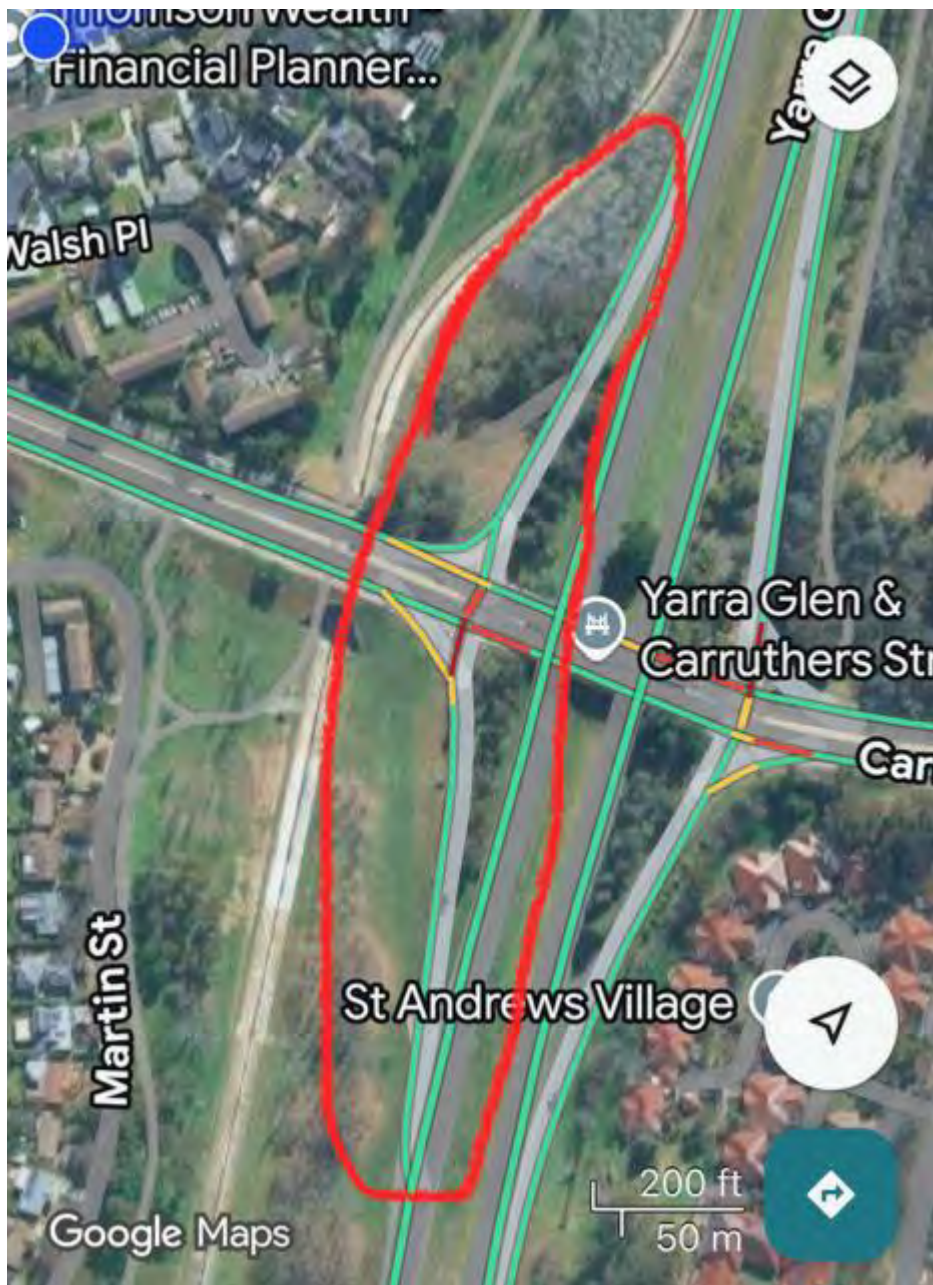
Submission 16

Dear Chief Planner ACT Planning Authority.

Please consider a slip way entry into North Curtin from Yamba Drive and exit onto Yamba Drive, just like the existing exit from Yamba onto Carruthers and Entry onto Yamba Drive for Carruthers heading North . This will alleviate traffic that will no doubt increase past the shops down Carruthers street. It already gets dangerous from the traffic sneaking through from Denman Prospect. Also consider a fly over off cotter Road down onto Yamba drive heading South and a fly over from Yamba Drive onto Cotter road heading North.

Rough diagrams attached







Sincerely

Craig Horley.

Submission 17

RE: North Curtin Residential Development consultation

Thank you for providing the opportunity to give this feedback.

I am a Curtin resident and believe that both the proposed Residential Area and Diplomatic Estate are positive additions to our suburb and indeed Canberra.

However, to get this right, several significant traffic implications need to be raised.

McCulloch St corridor – the ‘rat run’ between Woden and the Cotter Rd

We know that the ACT Government is aware that McCulloch St between Carruthers St and Cotter Rd is one of the busiest suburban streets for traffic volume in the Woden Valley, as the street provides a connector from the busy arterial Cotter Rd (linking from both the Tuggeranong Parkway and Lady Denman Dr), through to Woden Valley suburbs and the Woden Town Centre.

There is no road link onto Yarra Glen southbound from the Cotter Rd eastbound, nor is there a link from Yarra Glen northbound onto the Cotter Rd westbound. As a consequence, motorists face little option but to use the ‘rat run’ through McCulloch St.

This becomes particularly apparent to all in morning and afternoon peak periods, however the road remains a semi-busy connector at all times as well.

I have corresponded with Minister Steel regarding this issue in the past and received nothing but a dismissive response in return.

The opportunity afforded by this new development

Investing in new road links from Cotter Rd eastbound onto Yarra Glen southbound, and Yarra Glen northbound onto Cotter Rd westbound, would be beneficial to not only local Curtin residents and the new residents of the North Curtin Residential Area and the Diplomatic Estate, but also residents and workers of the Woden Valley and Weston Creek as well.

If this is not factored in, suburban traffic throughout Curtin, and on McCulloch St in particular, will only get worse in the years to come and a massive opportunity to address it may have passed.

Both the ACT Government and NCA have a stake in this matter, so one should not be pointing at the other and washing their hands entirely. The NCA pointing to the ACT Government not being interested in this matter is disappointing but not surprising. You should be working together.

With budgets the issue, why not invest slowly, and be creative? Look at doing the one link road first? With a flyover likely required for one part, look at doing the easier part first?

If there's still no appetite to move, then at the very least, allot space in the development's planning for future governments to consider link roads, down the track.

This development affords a golden opportunity to address this issue and invest in the road infrastructure that both local residents and the high number of commuters need for the next century.

If this matter is not addressed, Curtin will see:

- (i) increased traffic and traffic congestion;
- (ii) main streets become even louder and more polluted;
- (iii) residents frustration with government planning grow even further.

Finally, any impacts from the addition of more residents to North Curtin should see thought and assessment go into the impact on Curtin Shops, parking and the surrounding streets.

Sincerely,

Submission 18

To the Chief Planner, NCA

As a local resident of Curtin, I appreciate the opportunity to provide feedback on the Draft Conditions of Planning, Design and Development (DCPDD) for the North Curtin Residential Area.

While I understand that population growth necessitates new residential developments, and I acknowledge the high aspirations for the Yarralumla Creek Water Ecology Park, I have serious concerns regarding the sheer density, traffic management, and lack of upfront infrastructure coordination.

I note that the NCA's companion Q&A document explicitly states that *"the final layout, block sizes and number of dwellings will be determined by future developers."* I strongly object to this approach.

Independent projections from the Curtin Residents Association (CRA) estimate a yield of roughly 1,200 dwellings, translating to upwards of 2,500 new residents. By refusing to mandate a maximum dwelling cap within the DCPDD itself, the NCA is writing a blank cheque for future developers to maximise profit at the expense of community amenity. The final DCPDD must be amended to include a strict, legally binding maximum cap on total dwelling density so that infrastructure can be accurately scaled.

According to Appendix A of the Explanatory Document, the National Capital Plan explicitly mandates that *"No access to Residential land is permitted from Yarra Glen."* Because a direct connection to Yarra Glen is legally prohibited, the NCA is creating a structural bottleneck by forcing the entire traffic load of this dense new precinct out through just two local access points: Cotter Road and McCulloch Street.

McCulloch Street is already under severe strain, acting as a major arterial funnel for peak-hour commuters driving from the Molonglo Valley and North Canberra through to Woden. Adding the vehicular movements of over 1,200 potential new dwellings directly into this existing bottleneck is an unacceptable risk to local transit flow.

The Q&A document notes that detailed traffic assessments will only occur *"as part of any development proposals"* down the track. Putting off the traffic modeling until future commercial developers submit building designs is backward planning. Because the Yarra Glen restriction severely limits layout options, the NCA and the ACT Government must complete and publish a comprehensive, independent traffic impact assessment for McCulloch Street *now*, detailing mandatory, funded intersection upgrades before the estate framework is locked in. Furthermore, this population spike will severely exacerbate the chronic parking shortage at the Curtin shops.

The draft conditions mandate a strict maximum of 1 parking space per dwelling. While reducing car dependency is an admirable goal, doing so without providing functioning alternatives upfront is a recipe for logistical failure.

The current blueprints show the Light Rail Stage 2B corridor merely running past the precinct, with no confirmed, funded tram stop built into the estate layout. Furthermore, the active travel path crossing Yarralumla Creek connects only into the back streets of Curtin rather than linking directly to a rapid travel spine along Yarra Glen or Adelaide Avenue. If the alternatives are not guaranteed upfront, residents will still own cars, meaning over 1,000 additional vehicles will flood our local network, overflowing into the surrounding streets of established Curtin.

The Q&A document confirms that building heights will reach up to 8 stories. Replacing the open, semi-rural character of the North Curtin Horse Paddocks with an 8-story urban wall will fundamentally and permanently damage the visual landscape of the Southern Gateway Corridor. While a 3-story townhouse transition near the future diplomatic estate is appropriate, 8 stories is entirely out of scale with the established character of the Curtin suburb. I request that building heights across the entire residential precinct be capped at a maximum of 4 to 5 stories.

The Explanatory Document notes that the Suburban Land Agency intends to release this land over a four-year timeframe commencing in 2027/2028. This long horizon means there is absolutely no excuse for the distinct lack of coordination currently on display between the National Capital Authority (NCA), Infrastructure Canberra, and the ACT Government. While environmental rules (like the 30% tree canopy) are written as mandatory "musts," the transport links, road layouts, and pedestrian networks are relegated to "indicative" status or treated as someone else's future problem.

The three planning authorities must integrate their frameworks now. The transport infrastructure, traffic upgrades, and active travel links must be legally mandated conditions of development, not optional afterthoughts left to commercial developers.

I request that the NCA amend the final DCPDD to:

1. Impose a strict, legally binding maximum cap on total residential dwellings.
2. Complete, publish, and integrate a comprehensive traffic impact assessment for the McCulloch Street corridor, and legally mandate the necessary intersection upgrades *before* finalising the precinct access framework.
3. Formally mandate and fund a dedicated Light Rail stop and city-connected active travel pathways as part of the initial phase of development.
4. Reduce the maximum permissible building height from 8 stories down to 4–5 stories to protect the visual amenity of Curtin.

Thank you for considering my submission.

Sincerely,

Submission 19

Dear DCP,

Thank you for the opportunity to provide feedback on the proposed Curtin development.

1. Overall Position

I do not support the proposal. The scale, density and footprint of the development are inconsistent with the character of Curtin, the expectations of local residents, and the long-standing identity of Canberra as the “bush capital.”

The proposal significantly reduces natural space, increases density beyond what the suburb can safely support, and does not reflect the values or preferences of the existing community.

2. Traffic and Road Network Problems

The current road network already experiences significant congestion due to cut-through traffic between Cotter Road, Adelaide Avenue and Melrose Drive. Curtin’s suburban streets are being used as de-facto arterial roads, which they were never designed to accommodate.

A key requirement is the long-discussed connection from Adelaide Avenue to Cotter Road. Without this, any additional development will worsen. This creates several systemic issues:

A. Safety risks: Residential streets are not engineered for the volume, speed, or driver behaviour associated with arterial traffic. Increased flow heightens risks for pedestrians, cyclists, children and older residents.

B. Network inefficiency: Congestion within Curtin slows movement across the broader network. The lack of a direct Adelaide Avenue–Cotter Road connection forces traffic into the suburb, creating unnecessary delays and bottlenecks.

C. Infrastructure sequencing failure: Best-practice planning requires major road upgrades to be delivered before density increases. The ACT Government has long acknowledged the

need for an Adelaide Avenue–Cotter Road link, yet the development proceeds without addressing this foundational gap.

D. Amenity degradation: High-volume through-traffic undermines the liveability of the suburb, increases noise and pollution, and reduces the safety and comfort of local streets.

For these reasons, the Adelaide Avenue to Cotter Road connection must be delivered before any additional development proceeds. Without this, the proposal will exacerbate an already unsafe and inefficient traffic situation and impose long-term negative impacts on residents.

3. Environmental and Biodiversity Impacts

The proposed development will have a detrimental impact on local biodiversity, including the flock of endangered black cockatoos that rely on the creek line and surrounding trees for habitat and daily movement.

Loss of green space and mature vegetation is not consistent with:

A. ACT environmental commitments

B. Community expectations

C. The ecological needs of local wildlife

4. Urban Design and Diplomatic Precinct Considerations

If the development proceeds, it must not replicate the grey, crowded, tree-less, low-amenity design that has become common in Canberra developments. This area is home to members of the diplomatic community, who require:

A. High-quality urban design

B. Space

C. Mature native landscaping

D. Adequate parking for staff and visitors

E. A setting that reflects Australia's natural environment

This is not simply a residential development; it is part of Canberra's diplomatic fabric. It would be prudent to consult DFAT to ensure the proposal meets the expectations of diplomatic missions. The nation needs to give a good impression to our international counterparts, and to look after them.

Further to that, you need to consider the Australians who live here already, what we want. Despite what you think, our needs actually do matter.

5. Community Impact and Amenity

Residents will bear the long-term consequences of this development. The proposal:

- A. Reduces natural open space
- B. Increases density beyond what locals consider reasonable
- C. Prioritises developer profits over community amenity
- D. Permanently alters the character of the suburb

The people who live here value space, trees, wildlife, and a suburban environment that is not over-intensified. The proposal does not consider these. Instead, once again, the ACT government is keen to sell what the community has for profit.

6. Summary of Key Points

- A. The road network requires an Adelaide Avenue to Cotter Road connection before any further development.
- B. The proposal threatens the habitat of endangered black cockatoos.
- C. The scale and density reduce natural space beyond what the community supports.
- D. The development prioritises developer profit over long-term community wellbeing.

E. Residents, not planners or developers, will live with the permanent consequences.

7. Closing

Curtin residents do not want increased density that diminishes the suburb's character, natural environment, and liveability. Canberra's identity as the bush capital is important, and developments should enhance—not erode—that identity.

Lastly, if the problem is that people can't find a place to live, the solution is not to degrade other people's lives.

Thank you for considering this feedback.

Kind regards

Ben Sheils

Submission 20

Dear Sir/Madam,

Here are some comments on the proposal for a North Curtin residential area.

1. New housing in this area is welcome. However the scale of the development appears to be out of proportion with buildings proposed of up to eight stories. A maximum height of four or five stories would be more in keeping with existing developments in this area. The proposed building layout includes some green spaces between tower blocks but these are likely to be of limited use to residents, especially in winter, due to overshadowing.
2. The proposed development would add an additional ~2,000 people to the suburb of Curtin. It includes some provision for “supporting retail and community facilities” but there are no details on essentials such as a supermarket, community hub, childcare, schools etc that would make this area attractive as a place to live.
3. A traffic impact study is required as the probable lack of facilities will mean North Curtin residents travelling to Curtin shops (which has limited parking) along McCulloch Street, which is already congested with travellers from Molonglo and Belconnen going to Woden town centre. A flyover allowing people travelling east along Cotter Road to turn south onto Yarra Glen (and vice versa) may be required to ease traffic congestion and reduce the number of people travelling through Curtin on McCulloch Street.
4. An environmental impact statement is needed, that takes account of biodiversity as well as climate change impacts, including the increased flash flood risk of Yarralumla Creek.

Thank you for the opportunity to comment on this proposal.

Kind regards,

Tony Boston

Submission 21

The development is very high density. The roads are already extremely busy, it will get worse with more people living in Curtin. The tram will take years to come to Woden. It's not the time yet to grow the area like that.

Lower density / town houses instead of apartments would be preferable.

Submission 22



Friends of Grasslands

supporting native grassy ecosystems

PO Box 440, Jamison Centre ACT 2614

phone: 0439 849 419

email: advocacy@fog.org.au

web: <http://www.fog.org.au>

Ms Karen Doran PSM
Chief Executive Officer
National Capital Authority
via email: dcp@nca.gov.au

Dear Ms Doran,

Re. Draft North Curtin Residential Area - Detailed Conditions for Planning, Design and Development

Friends of Grasslands (FOG) is a community group dedicated to the conservation of grassy ecosystems in south-eastern Australia - natural temperate grasslands and grassy woodlands. FOG advocates, educates and advises on matters to do with the conservation of these ecosystems, and carries out surveys and on-ground work. FOG is based in Canberra and its members include professional scientists, landowners, land managers and interested members of the public.

Thank you for the invitation to comment on the draft Detailed Conditions for Planning, Design and Development (DCPDD) for the ~29 hectare North Curtin Residential Area (the development site). We understand the development site is that shown in red outline in Map 1 below.

It is concerning comment has been invited on the draft DCPDD given it has been produced without a detailed understanding of the local environment and biodiversity. FOG find it surprising the draft has been published in this way, with the stated purpose of shaping the delivery of a new housing precinct, with street-scapes, open space and ecological restoration, without an investigation of the ecological values present. Some members have expressed offence, and/or found it disrespectful, to learn:

Environmental and ecological investigations will be required as part of the next steps in seeking approvals for development proposals. Development will be subject to approvals under the Environment Protection and Biodiversity Act 1999 as required.¹

The approach does appear to add unnecessarily to consultation fatigue in the community.

In the absence of ecological information, our submission provides information. On learning what is of value and at risk in the development site and surrounds, we trust the proponent will consider their obligations to refer this proposal to the Federal Environment Minister for a decision under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) about whether an assessment and approval is needed before development plans go further. These referrals are typically accompanied by detailed ecological survey. Assuming the proponent will refer, FOG will look at the proposal again then.

The enclosure has been provided by FOG member Dr Michael Mulvaney, an expert with many years of experience as an ecologist learning about and interpreting the ACT environment. FOG is grateful to Michael for the time taken recording sightings and compiling the enclosed detailed information.

¹ Q-A on the draft DCPDD consultation website

Map 1: The area covered by the Draft Detailed Conditions for Planning, Design and Development



From Michael's records and research, we know the whole area was once the threatened ecological community *Natural Temperate Grassland of the South Eastern Highlands*, listed under the EPBC Act at the threat level 'critically endangered' (Natural Temperate Grassland). Today, the development site and surrounds is known to include populations of grassland and grassy woodland flora and fauna; as noted above, however, precisely what species are present remains uncertain.

On the development, we note there is a commitment to retain a 50 per cent tree canopy cover over most of the area, an approach that may damage grassland species and their habitat. There is little detail concerning how environmental impacts will be avoided or mitigated, and no indication of how existing grassland values might be restored.

There appears to be little if any consideration of the regional ecological context. Michael's information, and the submission by Canberra Ornithologist Group (COG), seen by FOG, both demonstrate the development site and surrounds hold strong connectivity value, with multiple records of use by threatened woodland birds. The COG submission is supported.

Yours sincerely

SIGNED

Matt Whitting
Vice President, Friends of Grasslands
3 June 2026

Grassland Values Present in North Curtin

Natural Temperate Grassland potential patches and habitat elements

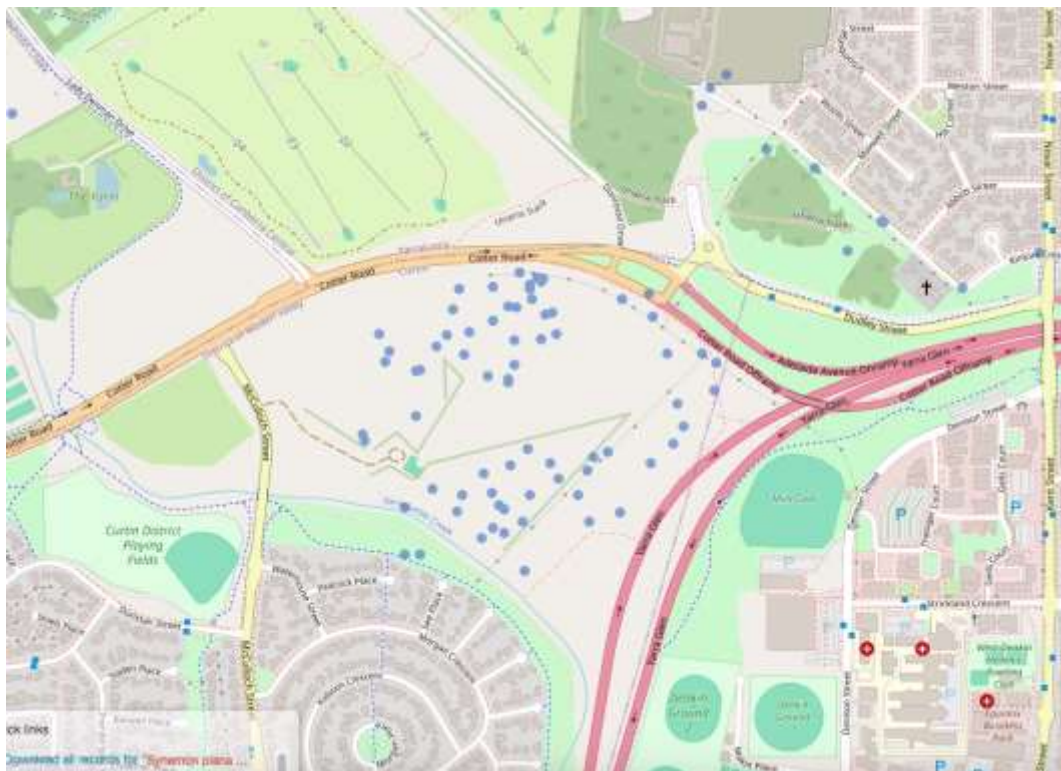
Known remnant patches of the threatened ecological community Natural Temperate Grassland of the South Eastern Highlands, listed under the EPBC Act at the threat level 'critically endangered', exist just outside the development site. This ecological community once occurred right across the development site. Within the development site are patches dominated by native grasses and, depending on climate and level of grazing, may at times contain sufficient native herbs to be considered as part of the critically endangered ecological community. Certainly, there is the possibility of restoring, enhancing and enlarging these patches as important remnants of the critically endangered community. A vegetation survey should map these patches and design should commit to their restoration, expansion and connection.

It is important to recognise that native grasses and key structural elements of the nature temperate grassland habitat occur across most of the proposal area. As such the bulk of the area is known or potential habitat for a suite of threatened, rare and uncommon grassland species.

The proposal area is habitat of a nationally important population of the nationally vulnerable Golden Sun Moth *Synemon plana*

Figure 1 includes 71 records of Golden Sun Moth within the development site and surrounds. This is not surprising; FOG has advised of the likelihood of encountering Golden Sun Moth on the development site and surrounds before.² The threatened moth has been observed over much of the area, particularly the central and north-western area just outside the development site. The moth is also recorded from the median strip in Cotter Road and the grassland between the Cotter Road and Dudley Street in Yarralumla. The threatened moth has also been observed in grassland either side of Dunrossil Drive.

Figure 1. Golden Sun Moth Records – blue dots records from 2017-2024



² FOG (6 June 2020) *Comment: Draft Amendment 95 - North Curtin Diplomatic Estate and Urban Area*, www.fog.org.au/Submissions/20200606a.htm

Gaining an estimate of the moth population size at a particular site is problematic. Individual moths live only for a few days while populations emerge over an extended six to eight weeks. The rate and timing of emergence differs from day to day and from year to year and is highly influenced by climatic conditions. Counts at individual sites vary from opportunist counts over a few hours to seasonal monitoring. Richter et al (2009) categorised sites according to the number of moths recorded on the highest of 2-4 days of counting.

Table 1: Site Moth Population Comparison (After *Richter et al* 2009)

Size of Maximum Count	Population size description
>150	Very Large
51 -150	Large
21- 50	Medium
<21	Small

102 moths were counted within the development site and surrounds between 13-15/12/2020, indicative of a relatively large population present. In addition, male moths have been observed flying from the Dudley Street Grassland to the Curtin horse paddocks so that there is an exchange of genetic material between the two sites, and it can be argued that they are one population. The maximum moth count at the Dudley Grasslands is 373, indicating that the development site and surrounds is habitat of a very large population of the threatened moth. Mulvaney (2012) compared the population size and habitat area of the 73 Golden Sun Moth sites known at that time in the ACT. Of these, only three had a highest ever moth count, higher than that of the Dudley Street-North Curtin population, and only twelve (16%) had a higher population than when North Curtin is considered on its own. Similarly, 84 per cent of the ACT sites had a smaller habitat area than North Curtin (about 27ha). Mulvaney (2012) also found that the large majority of known Golden Sun Moth habitat across Australia was less than 5ha in area and had a maximum moth count of less than 20 individuals. Little has changed in the time since this paper, except several sites have been lost to development.

In a national context the proposal area is a large area of Golden Sun Moth habitat and together with the Dudley street grassland supports one of the largest known populations of the moth. The moth needs to comprehensively surveyed and design should seek to protect and enhance habitat.

The population found in the development site and surrounds may be an ‘important population’ as defined in the *EPBC Act Significant Impact Guidelines 1.1*³, and the proposed development may reduce the area of occupancy of this important population.

Potential extensive habitat of nationally vulnerable Striped Legless-lizard *Delma impar*

As noted by the ACT Government (2017b), the nationally vulnerable Striped Legless-lizard was once most likely broadly distributed where-ever native grasslands were present. It has been recorded in degraded Natural Temperate Grasslands that are now dominated by exotic species such as *Phalaris*, *Phalaris aquatica*, Cocksfoot, *Dactylis glomerata* and Serrated Tussock, *Nassella trichotoma*. Degraded areas where the species has been recorded include a former quarry in Crace, that was converted to an asbestos dump and rehabilitated to grassland in the 1980s.

³ Department of the Environment (2013) *EPBC Act Significant Impact Guidelines 1.1*, https://www.dcceew.gov.au/sites/default/files/documents/nes-guidelines_1.pdf, p. 10

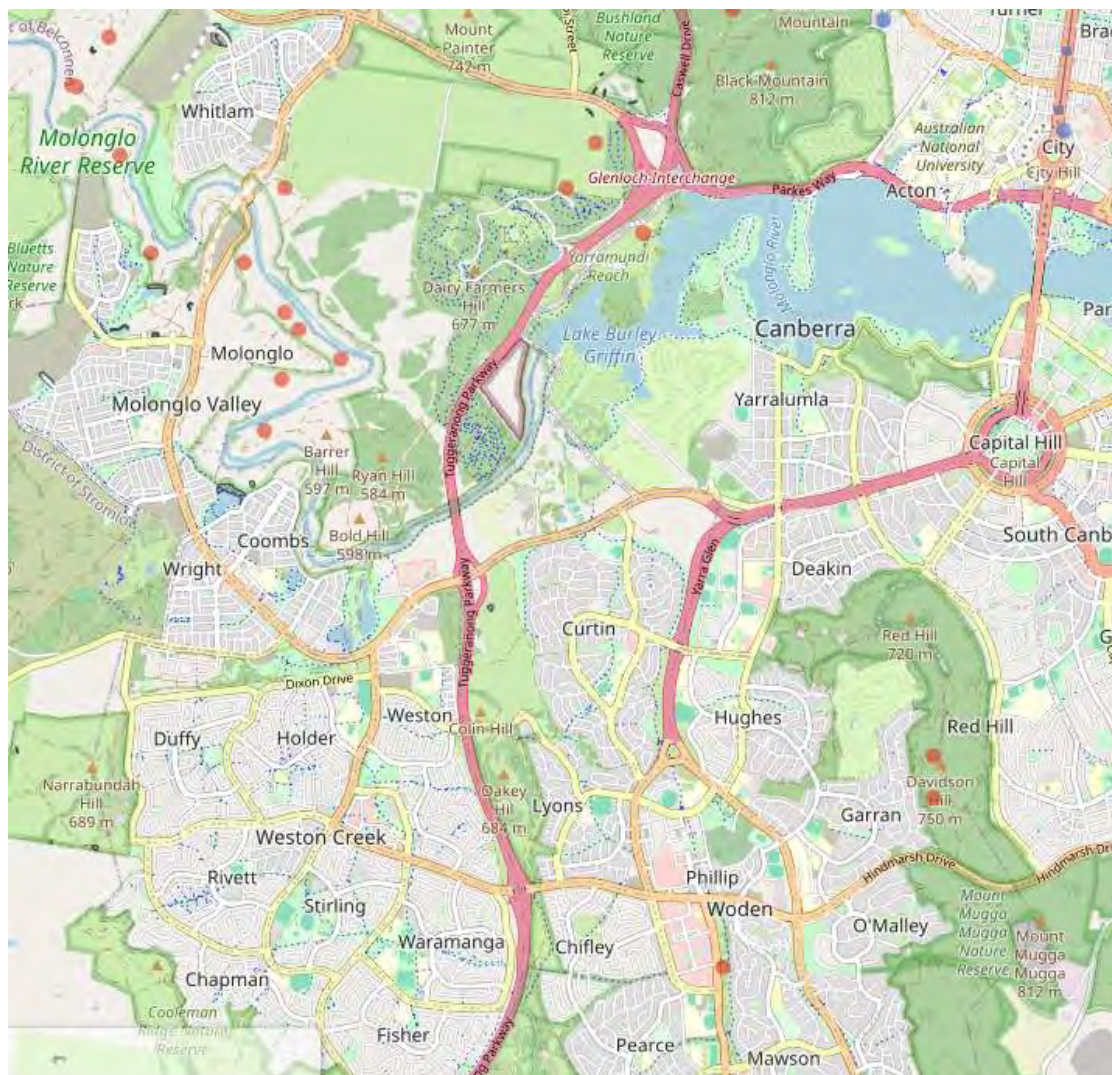
Except for those parts heavily shaded by trees, virtually all the development site and surrounds contains suitable habitat for Striped Legless-lizard. The area has never been subject to a survey for this lizard. *D. impar* has been found during surveys of grassland at Yarramundi Reach (2.5km to the north) and at Barton (4km to the east). Targeted surveys for this species need to be undertaken. If it is found to occupy the site, design should seek to protect and enhance its habitat.

Potential habitat of the threatened grasshopper *Perunga ochracea*

Perunga ochracea is a grasshopper with a restricted distribution, listed as vulnerable in the ACT. It is restricted to grasslands and open woodlands dominated by native grasses. There are patches of suitable habitat present in the development site and surrounds. It is a cryptic species and difficult to detect, except by opportunist sightings. As illustrated in [Figure 2](#), it has been recorded widely in the general vicinity of North Curtin, including in the native dominated Mawson grassland adjacent to Yarralumla Creek, a habitat replicated in the development site.

Potential *Perunga* habitat with the proposal area should be identified and this habitat surveyed for the grasshopper.

Figure 2. Recorded locations (red dots) of *Perunga* grasshopper



Potential habitat of nationally endangered Key's Matchstick Grasshopper *Keyacris scura*

Key's Matchstick Grasshopper is usually found in native grasslands, but is able to feed on a wide range of plants, both exotic and native (Commonwealth of Australia 2022), many of which are found within the proposal area including: Silver hairgrass, *Aira caryophyllea*; Early Nancy, *Wurmbea dioica*; Curled Dock, *Rumex crispus*; *Acetosella vulgaris*; Sorrel, *Rumex acetosella*; Mouse-ear Chickweed, *Cerastium glomeratum*; Common Buttercup, *Ranunculus lappaceus*; Sweet Briar, *Rosa rubiginosa*; *Acaena ovina*; Subterranean Clover, *Trifolium subterraneum*; Haresfoot Clover, *Trifolium arvense*; Vervain, *Salvia verbenaca*; Great Mullein, *Verbascum Thapsus*; Field Madder, *Sherardia arvensis*; and Common Everlasting, *Helichrysum apiculatum*.

This grasshopper has been recorded at: Aranda snow gums, 3 km to the north; and Mcquoids Creek Kambah, 9km to the south-west, of the proposal area. During the 2008-2009 citizen science Golden Sun Moth monitoring, Michael Mulvaney also observed this grasshopper in a nearby patch of low quality native grassland by the bike path between the Royal Golf Club and Government House.

Survey for this species needs to occur across the development site and surrounds, and if located its habitat needs to be protected and enhanced.

Known occurrence of nationally endangered Hoary Sunray, *Leucochrysum albicans subsp. tricolor*

Three plants of this nationally endangered daisy were recorded within North Curtin on 27 Oct 2022.⁴

There was also a small patch of the daisy within the Cotter Road reserve adjacent to the development site. These plants were destroyed as part of infrastructure development, but offset plantings of the species occurred on the northern side of Cotter Road. There are possibly other plants within the development site and surrounds. The species needs to be surveyed for, and its habitat protected and enhanced.

Known occurrence of rare Pale Flax Lilly *Dianella longifolia var. grandis*

Dianella longifolia var grandis is known in the ACT under a synonym name *Dianella sp. aff. longifolia* (Benambra). It is considered as a rare plant species within the ACT. The ACT is the regional stronghold of this variety of Pale Flax Lily. A clump of Pale Flax Lily occurs within the development site; it and its habitat should be protected and enhanced.⁵

Uncommon grassland birds Brown Quail *Synoicus ypsilophorus*, Stubble Quail *Coturnix pectoralis* and Brown Songlark, *Cincloromphus cruralis*, are present and likely to be breeding within proposal area

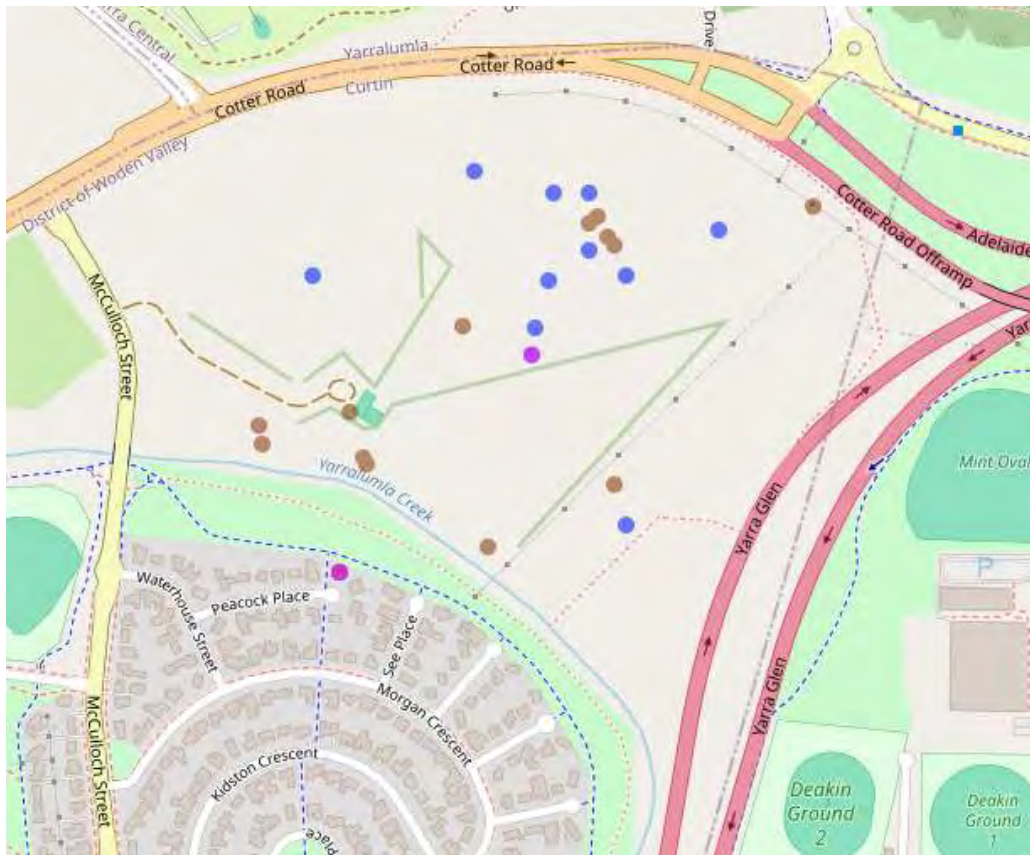
The Canberra Ornithologist Group and ACT Government consider both the Stubble and Brown Quails and the Brown Songlark to be uncommon breeding residents within the ACT (ACT Government 2017). As shown in [Figure 3](#), both Quail species have been recorded within the development site and surrounds, and the Brown Songlark has over a number of years been recorded adjacent to the proposal area. The Brown Quail is known to have bred there, while it is likely that the Stubble Quail and Songlark also nest on the development site and surrounds.

The habitat of these regionally uncommon grassland birds should be surveyed and mapped and planning should seek to ensure sustainable populations of both species within the North Curtin area.

⁴ Naturemapr (27 Oct 2022) *Leucochrysum albicans subsp. tricolor* sighting, <https://canberra.naturemapr.org/sightings/4450917>

⁵ Naturemapr (8 Jun 2020) *Dianella sp. aff. longifolia* (Benambra) sighting, <https://canberra.naturemapr.org/sightings/4261660>

Figure 3 – recorded distribution of Brown Quail (brown dots), Stubble Quail (blue dots) and Brown Songlark (purple dots)



Grassy woodland Values Present in North Curtin

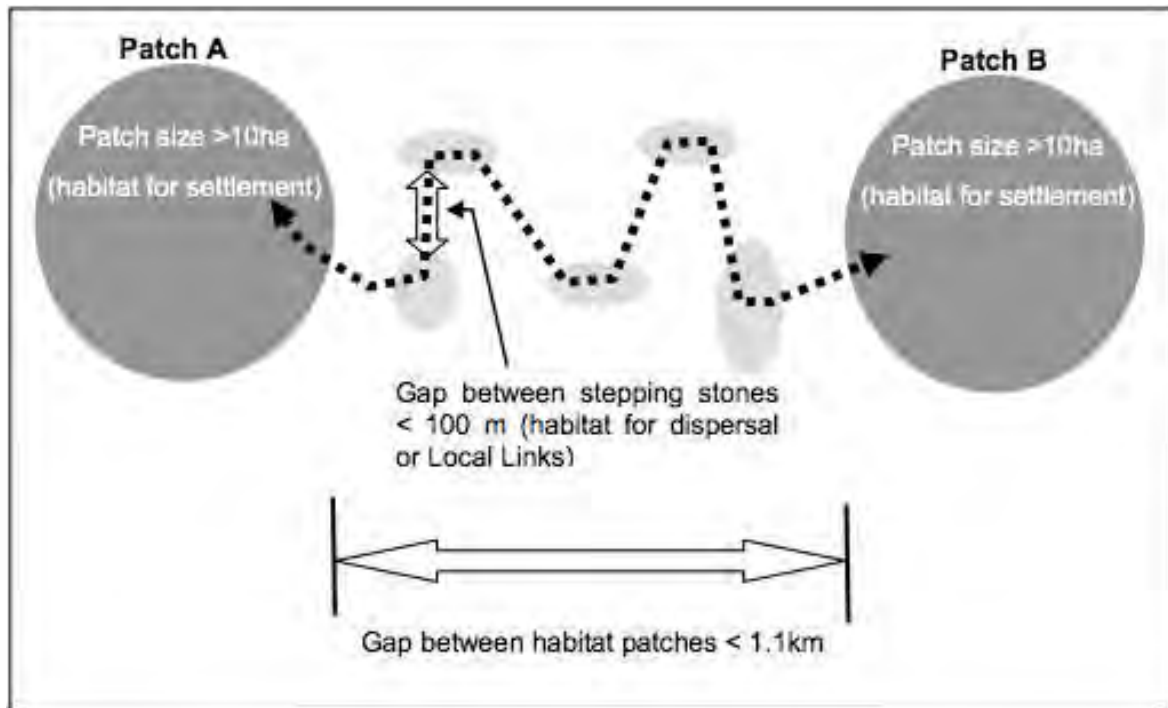
Threatened woodland bird and connectivity values of North Curtin

Doerr (2010) reviewed 80 wildlife studies (mainly birds and small mammals) to gain an understanding as to what structural connectivity (typically some form of native vegetation) is required to link habitat patches and enable wildlife to move across the Australian landscape. Structural connectivity includes the concept of wildlife “corridors” (linear, continuous connections between patches), but also encompasses a wide variety of landscape elements in the form of corridors, disconnected linear elements that do not directly connect patches, and “stepping stones”— series of isolated features such as individual trees, shrubs, rocky outcrops or small clusters of these features. Doerr (2010) concluded that most wildlife can move across the landscape provided that a habitat patch was at least 10ha in size, the distance between patches was not greater than 1100m and that there was a stepping stone every 100m (Figure 4).

Following further fieldwork and research, these parameters were slightly increased (largely for consideration of woodland birds) to 1300m between 10ha patches and gaps of less than 150m (Doerr 2017).

Barrett and Love (2012) utilised the initial structural connectivity parameters of Doerr (2010) to model least cost movement pathways across the ACT. That is they plotted all available movement routes and which of these provided the most efficient way to move across the Territory, by remaining in large habitat patches as much as possible and minimising the total and stepping stone gap differences between patches.

Figure 4: Graphical illustration of average gap crossing thresholds identified in the systematic review by Doerr et al. (2010). The darker patches represent habitat for settlement while the smaller light-grey patches show habitat for dispersal and may consist of either individual paddock trees or small patches (from Barrett and Love 2012).



As illustrated in [Figure 5](#), Yarralumla Creek and the North Curtin Area is the least cost pathway for movement between Red Hill (and then a very large woodland complex) in the east and the Molonglo River (and then onto the Murrumbidgee and Namadgi) to the west. At present the distance between liveable habitat (or habitat for settlement) is about 3km. The development site is in the middle of the two large habitat patches and could be enhanced to create a more functional link, though this would need to be balanced against grassland protection and restoration requirements.

As the best available option, it is not surprising that many migratory and more mobile resident species utilise the connectivity of the development site and surrounds. This includes species of woodland birds, bats, butterflies and other insects. Several of these species are threatened, rare or uncommon in a national or regional context.

Figure 5: Local Connectivity. Dark Green= high linkage value; Green = medium linkage value; light green/yellow = low linkage value; – no green shading = poor linkage value; (after Barrett and Love 2012).



Connectivity across proposal area is important to breeding and post-breeding movement of the nationally vulnerable Superb Parrot *Polytelis swainsonii*

Since about 2010, the Superb Parrot has been breeding in the lower Molonglo area. During the spring breeding season, originally male parrots and then as the young develop and the female is able to leave the nest, both sexes regularly travel from the nest trees, via the development site and surrounds, to forage on Red Hill and the Hughes – Garran area more widely. Post fledgling, families will travel to the foraging area and may continue to use the corridor and habitat elements within the development site and surrounds.

The potential impact of the proposal, its design and conditions on the Superb Parrot needs to be considered and addressed.

North Curtin is known foraging and possible nesting habitat of the nationally endangered Gang-gang Cockatoo *Callocephalon fimbriatum*

There are only 138 known nest trees of the Gang-gang across its entire range. Twenty-five are within Red Hill Nature Reserve, seven of these nest trees are in the Hughes Open Space connection to Red Hill Nature Reserve, one is on Curtin Ridge and two are within Curtin's Open Space. Nesting pairs forage within the development site and surrounds, while nesting Gang-gangs are known to at least travel 4 km from a nest while feeding chicks. Wattles with green pods during November to January are a particularly important resource (Mulvaney and Booksmythe 2023). Both Red Leg Wattle, *Acacia rubida*, and Silver Wattle, *A. dealbata*, have green pods during this time and occur within the development site and surrounds, which is within 4km and foraging distance of a sizeable proportion of the Gang-gangs known nest trees (Davey et al 2025).

Gang-gangs have been seen inspecting hollows within the development area. In the Canberra area, about 13 per cent of all hollows inspected are utilised for nesting. Known nest trees close to the proposal include hollows in remnant: Blakley's Red Gum, *Eucalyptus blakleyi*; Red Box, *E. polyanthemos*; Apple Box, *E. bridgesiana*; and Yellow Box, *E. melliodora*, as well as in planted Brittle Gum, *E. mannifera*, and Blue Gum, *E. globulus* (Davey et al 2025). A few of these trees occur within the development site and surrounds.

Use of North Curtin connectivity corridor by threatened woodland and migratory birds

The Scarlet Robin, *Petroica boodang*, and Flame Robin, *Petroica phoenicea*, are listed as a vulnerable species in the ACT and NSW. In warmer months, these robins are mainly found at higher altitudes. They disperse to lower altitudes in autumn and winter. During the cooler months they are often seen along the Molonglo Valley and on Red Hill (particularly the Scarlet Robin). Both move through the development site and surrounds, and pairs may spend a week or so there.

The White-winged Triller, *Lalage sueurii*, is also listed as a vulnerable species in the ACT and NSW. The Dusky Woodswallow, *Aratumus cyanopterus*, is listed as a vulnerable species in NSW. Both birds are summer migrants that breed in the Canberra area. Dusky Woodswallows largely breed in our woodlands. While they have a strong preference for woodlands, White-winged Trillers may pass through suburban areas in spring and may stay on in suitable habitat adjacent to the suburbs (Canberra Birds; accessed 5 May 2026). Both species utilise the development site and surrounds, and both have nested and bred in the area several times over the last 15 years. Dusky Woodswallow regularly frequent North Curtin especially during their autumn dispersal north from breeding grounds on the southern tablelands. Flocks of 30 birds are recorded most years. In dry years they breed in the paddocks particularly favouring nest sites in planted eucalypts. The area seems to be an important dry season refuge area for the species.

The Southern Whiteface *Aphelocephala leucopsis*, Diamond Firetail *Stagonopleura guttata*, Double-barred Finch *Stizoptera bichenovii* and Varied Sitella *Daphoenositta chrysoptera*, are all woodland species that are listed as vulnerable in the ACT and NSW, and which are resident in the Canberra area. They all move across the landscape to varying degrees and all have been recorded within the development site and surrounds.

In relation to the woodland birds utilising the site, it is important to consider that seasonal usage of areas is as important for a species as year-round use. Habitat is where a species lives, no matter for how short a time. Even connectivity links should be considered essential habitat because once gone they are very difficult to replace. To think otherwise is to add to the phenomenon that ecologists refer to as 'death by a million cuts'.

A house owner in Peacock place, opposite the development site, has recorded the birds in the vicinity of his house block over the last 33 years as part of the Garden Survey conducted by the Canberra Ornithologist Group. An indication of the scale of bird movement through the area is that, between 1993 and 2020 he recorded 170 different species of bird. This species richness is comparable to that of Tidbinbilla Nature Reserve and corresponds to roughly two thirds of the ACT total. There have been 14 vulnerable bird species recorded at this location. Reflecting the high bird diversity, 26 butterfly species (30% of all ACT's Butterflies) have also been recorded within the development site and surrounds.

Another example of the importance and functionality of the wildlife corridor across the development site and surrounds is that two Superb Fairy-wren, *Malurus cyaneus*, siblings (sisters), tagged at Australian National Botanic Gardens by Andrew Cockburn (ANU), dispersed to North Curtin around west basin (approx. 7km). This was the longest dispersal recorded during this long-running research project.

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Submission 23

Dear NCA,

I make the following Submission for your consideration please.

1. I support an outcome whereby the North Curtin Residential Area is more like 'Campbell C5 precinct' than the residential areas of the Woden Town Centre.

2. I request that the NCA be more ambitious than proposed regarding solar access. This comment applies to all residences, private open space and communal open space.

In particular, the proposed minimum solar access for apartments means that up to 30% of apartments will almost certainly receive no or very minimal direct sunlight in mid-winter. I consider that 'we' (as a community) should do better than condone some people to living in such conditions.

Furthermore, I consider the solar requirement ("ensure 3 hours direct sunlight midwinter") relating to communal open space should be specified in more detail across the site to ensure that all residents have access to a sunlight communal open space near to their apartment.

For example, each 'block' should have a public open space that receives sunlight in the morning and afternoon. Ensuring the availability of public open space with sunlight at all times in winter within a short distance of all apartments is particularly important if we continue to approve apartments that receive no or very minimal direct sunlight in mid-winter.

In addition, all of the public open spaces should be protected from the prevailing NW wind and not be near busy traffic.

3. I consider the consultation documents should have included 'shadow diagrams' - particularly relating to the proposed 8 storey buildings.

Regards Bruce Paine

Submission 24

To Whom It May Concern -

Reference the Draft North Curtin Residential Area – Detailed Conditions for Planning, Design and Development Document. The following comment is provided, particularly in regard to the proposed development of a Water Ecology Park – Figure 7, page 19.

As agistees at Illoura Horse Paddocks we are shocked and disappointed that Figure 7 does not show the Designated Equestrian Trail that runs along Yarralumla Creek connecting Illoura to the Equestrian Park at Yarralumla. Once again, the use of an area by horse riders has been conveniently ignored/not mentioned in a government planning process.

This Trail is clearly marked on the ACT Government's published Horse Riding in the ACT Map – see <https://experience.arcgis.com/experience/aaeea7968b7a42fa97d0b19e50cb5533> and attached photo extract of relevant map area.

Also, the CPDD Document makes no mention of this trail nor of the fact that the area along Yarralumla Creek is a popular riding trail amenity which is regularly used by horse riders (from Illoura Paddocks, Curtin Paddocks and other riders who float their horses to Heysen street).

We would appreciate feedback about this oversight.

We would also like an undertaking that the National Capital Authority (and any other relevant ACT Government Agency) do intend to consult with the ACT Equestrian Association before any changes are proposed or made to existing horse amenity (particularly along Yarralumla Creek) as a result of plans for the North Curtin development.

Thank you

Janet Booth, Angel Ben, Danielle Radnidge, Lucy Bolton, Jake Altieri, Taylann Cahill, Max Everitt

Illoura Paddock Agistees



Figure 7: Proposed public open space



Submission 25

Dear National Capital Authority

Thank you for the opportunity to comment on the draft detailed conditions of planning, design and development for the North Curtin residential area.

As a resident of the nearby area, I would like to make the following comments.

- * The development should be serviced by a tram stop when the second phase of the tram line is constructed. Current documentation suggests the development will not have a tram stop within walking distance.

- * The proposed road access arrangements for the development do not appear to be adequate. It is doubtful that a whole new suburb could be serviced adequately by the access point into McCulloch Street. McCulloch Street is already heavily congested during peak times. Furthermore, with the lack of access from Cotter Road towards Woden, connectivity from the new development to centres of employment would appear to be limited, unless through already congested streets in Curtin.

- * It is not clear how this new development will interact with future development of the rest of North Curtin horse paddocks. I understand that a new diplomatic precinct is being planned for this area. Will there be sufficient road access to support additional traffic in this area?

Thank you for considering these issues.

Kind regards

Pierre Grobler

Submission 26

To whom it may concern

I am a North Curtin resident who has engaged effectively with ACT government ministers and planning authorities regarding developments such as (QEII Family Centre, Storey Gardens, and the Curtin Shops redevelopment). I do not classify myself as a "Nimby", rather as someone who is committed to achieving well planned, sustainable developments that meet ACT community needs. That means the NCA must properly research and document the needs of future residents and visitors to the North Curtin residential site before handing over community land to developers with only limited guidance.

This draft DCPDD for the North Curtin has glaring omissions. It is proposed to house some 2,500 - 3000 people in 1200 townhouses and high rise apartments that have been squeezed into a reduced space due the need to manage increased risk of flooding. In the most recent event, floodwaters reached the boundaries of existing North Curtin houses which raises serious concerns about whether these residents will be able to insure their houses for future events at a reasonable cost. The DCPDD must demonstrate responsibility by undertaking a detailed study to ensure that the proposed ecology water park will cope with future flooding events, given the accepted science and projected climate change.

In effect, this development will be a new suburb on the scale of Yarralumla and Deakin. Given a proposed population of 3000 people, one could safely assume that this could include close to 1000 children requiring care and/or schooling. Following the closure of North Curtin and Lyons Primary schools some decades ago, and with the remaining schools of Curtin Primary, Holy Trinity and Alfred Deakin High Schools at capacity, the obvious question is where will these children go to school? Given the level of detail provided about the planned buildings, why haven't planners given equal time to researching and providing details about the social needs of the future residents - such as child care, medical and dental services, shops and community services? This new suburb must be self-contained as the current services and parking areas at the Curtin shops are already close to capacity.

There is a similar lack of details about effective transport to and from the proposed development. The proposed suburb has two 80km/hr boundaries on Adelaide Avenue and the Cotter Road with a proposed lake on the other. McCulloch Street already carries a heavy traffic load following recent developments in the Molonglo area and the inability for cars

heading to Woden to easily access Yarra Glen. It is difficult to imagine how 3000 residents will be able to easily walk, ride or drive to access facilities in adjacent Canberra suburbs using only two access points. The difficulty that residents at the nearby Amberfield Retirement Village now have when trying to safely access the 80km/hr Cotter Road is a timely reminder of how important well planned transport connections are. Even the heavily promoted light rail extension to Woden has no planned stop within a kilometre or so of the planned North Curtin residential site. It is vital that a full traffic study is done now, rather than waiting for Curtin residents to undertake such studies at the Development Application/Approval stage as has happened in the past.

Finally, I want to restate that I understand the need to develop more affordable housing in Canberra and the ACT Government's focus on meeting housing targets. I also believe it is vital that the DCPDD accurately researches the planned community's social and infrastructure needs before engaging with developers and that there is genuine consultation with all interested parties.

Submission 27

To whom it may concern

We strongly object to the proposal for this development along Yarra Glen and Cotter road in its current form. We oppose its design, not the intent to provide more accommodation in our area.

We are long-time residents of Curtin (46 years) and feel that the proposal does not do justice to the site nor to the people who will take up residence there.

Our reasons are :

The congestion of town houses and apartments are too close together on a too small piece of land. The residents are being treated like second class citizens. The proposal should allow for much more land to be released if you want to have between 2,500 to 3,000 extra people in our suburb.

No where else in Curtin or nearby suburbs are there conjunctions like the proposal. Apartment buildings in Curtin are all near the shops and transport links. This new area has neither easy access to shops nor to transport. How will the children get to school safely and easily ? How will buses travel around this small area ? Why doesn't the tram have a stop near the development ?

We suggest that only townhouses be built on this particular area if more land cannot be released and work is done to improve the transport links, including a safe bike path for children to ride to school, without crossing roads, as is the case of the Radburn design in Curtin.

If more apartments are needed in the general area please consider redeveloping the apartment buildings near the shops -- we suggest that the old apartment buildings fronting Carruthers Street (on both sides) are redeveloped to be multi- storied (up to 6) and they would be a big improvement on the current apartments. These old buildings need a lot of work to bring them up to current building standards and it would be better to rebuild them and have environmentally friendly interiors. They could also have solar power, double

glazing and heat pumps and all the modern items necessary for living comfortably and cheaper for the residents.

THank you for the chance to make a submission.

Kind regards

Sylvia and Brian Carr

Submission 28

The proposed planning, design and development for North Curtin residential area does not provide the road infrastructure required for a proposed development of this size. The proposal would result in an additional 2,000 or more residents many of whom may choose to own a car. This will result in more pressure on McCulloch St in Curtin. This is a residential street with speed bumps and has significant issues with peak hour traffic already with cars from Molongolo, Western Creek and Belconnen using this road to go south from Cotter Road to Woden.

An interchange such as the previously proposed Mint interchange that allows traffic to turn south onto Yarra Glen must be planned and built first before this development is completed.

Local services need to be planned and provided for this development. The current services such as schools and childcare are already under pressure. Since Curtin was established the primary school capacity has declined from 2 government schools and one Catholic school

The green corridor needs integrated planning all along the water way, the proposed water ecology park must be informed by planning for rain and flood events. It should only be finally planned and proceed when it has been informed by an environmental assessment. The needs of local and other endangered species must be taken into account. Yellow tailed black cockatoos and the Superb parrot need particular habitat and trees planted here and planning for this park must take this into account.

Separate paths down the corridor to Woden and the path to the dam need separate infrastructure for cyclists. Extra pressure on this space with larger populations coming online, including North Curtin, is already causing disagreement and conflict between walkers, runners and cyclists.

The missing integrated planning all along the Southern Gateway makes this proposed development difficult to properly assess the impact on the residents of Curtin, Yarralumla and Deakin. The residents of the future development also need to be taken into account and without better planning for their needs including public transport and road infrastructure, living in this area will be difficult if the surrounding roads are congested and transport options are limited.

Please provide more publicly available information about the overall planning and impact for our district to address these issues before proceeding with this development. This needs to be done in conjunction with the ACT government.

Julia Tresidder

Submission 29

Dear NCA planners,

I am writing to comment on the proposal to build townhouses and apartments on the new North Curtin Residential area (part of the current horse paddocks).

I am a current resident of Curtin - since 2005. I do welcome the idea of providing more dense housing in Curtin, however I wish to put forward the following concerns I have about introducing an extra 2,500 to 3,00 people into our suburb without proper planning.

1. An increase of 2,500 to 3,000 people living in the North Curtin residential area is effectively doubling the size of the suburb. I am very concerned about the impact this will have on parking at the shops as well as local traffic.
2. **Parking is already difficult to find at local shops** (Curtin and Yarralumla). Parking difficulties at the Curtin shops have also been exacerbated more recently with part of the carpark being reserved for Park and Ride parking, leaving fewer options for locals.
3. I am concerned about the **impact of increased traffic on the roundabout at Caruthers and McCulloch street** - this roundabout is already becoming so busy at times that it is bordering on dangerous. Adding yet more people to the suburb will make this even worse and the intersection will need to be signalised as the roundabout will not function safely with any more traffic.
4. I am also **concerned about the safety of the intersection between Dunstan and McCulloch street**. I take the No 58 bus to work, which has to turn right into McCulloch street from Dunstan street. Over the past year or so, this has become noticeably more difficult during peak times and will become much worse once the new homes are built. It is likely that traffic lights would be needed here as well.
5. I am concerned at the proposal to build apartments of up to 6 to 8 stories. **Canberra appears to be flooded with small 1 and 2 bedroom apartments that nobody wants**. Townhouses offer a much better quality of life and would be preferable. One thing we learned from COVID is the importance of having access to a private outdoor space and fresh air. You cant get this in a flat.

I would prefer to see urban infill catering to the "missing middle", focusing on livability rather than just maximising development yield. We need the infill, yes, but please, we need to do it right.

The proposed new development needs to be considered as a new suburb complete with all the necessary infrastructure for it to function as one. The local areas, Curtin and Yarralumla, do not have the capacity to absorb the extra population in their current forms.

I hope that these issues will be taken into consideration during the planning.

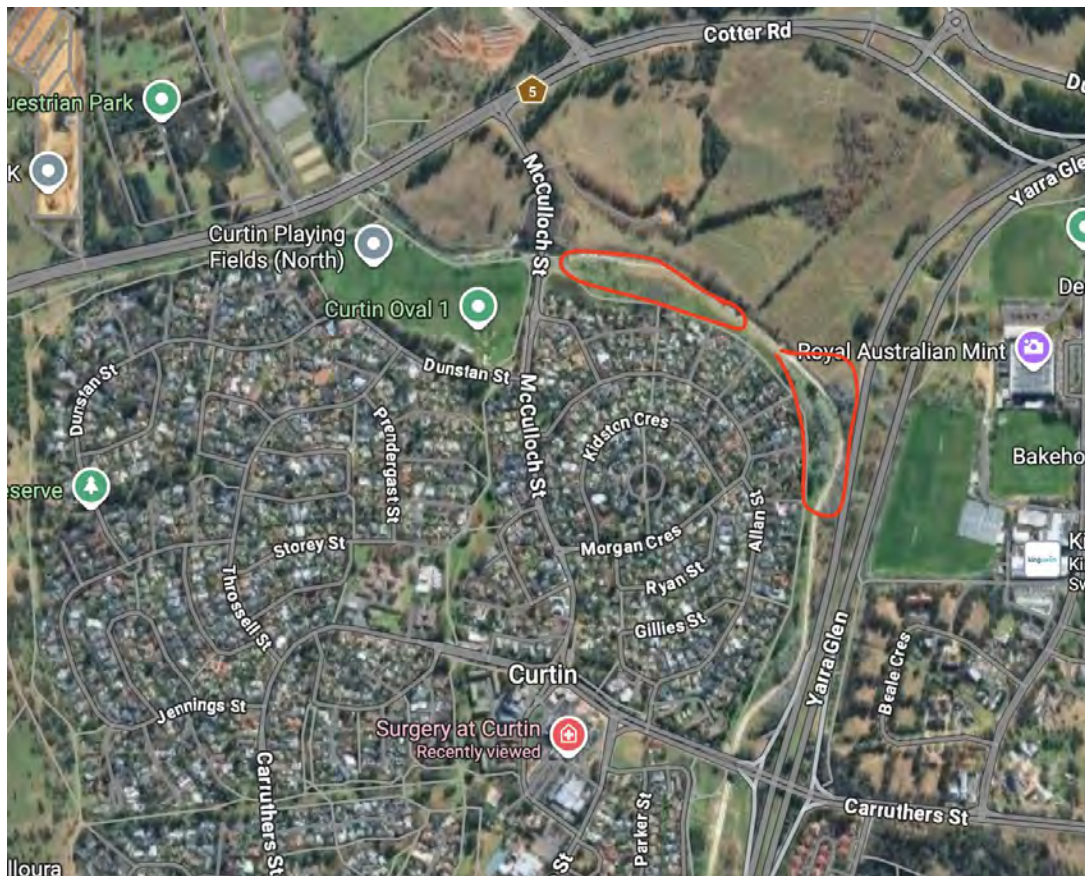
Kind regards,

Submission 30

Dear Team,

Thanks for the opportunity to provide feedback, appreciated. I am broadly supportive of the development of this site, however there are three specific areas I'd like to raise. Many thanks for your consideration.

Mature Tree Preservation. Preservation of the character and trees along the existing reserve near the new water ecology park. In particular, around this area:



Is a lovely grove of deciduous trees which is enjoyed by many residents, a recent photos is here:



It would be a terrible shame if these trees were removed or damaged or the character of this area (and the broader reserve) area changed. While many of these are not native, they have become part of the 'character' of the area. I understand some of these may have been recently removed which makes this even more important.

Traffic and Broader Infrastructure / Density Concerns. I understand this has been raised by others (after discussing with some of your staff at the Curtin shops) but I don't believe the current plan sufficiently addresses this. I also note there were significant questions raised at the meeting at Woden and they were not addressed. There is an "upcoming" traffic plan of some description, but it's not available yet. There is some uncertainty around the tram stops (at present there **is not** a tram stop). And there was also uncertainty around school capacity when asked. The response seemed to be these will all be dealt with, but not before this was approved - this is not an acceptable approach to planning in my opinion. I don't know how we are meant to comment on density (e.g. 4 story versus 8) without this information. The current density without a better plan for such infrastructure is not responsible. Finally, I would suggest that 4 stories is far more in line with the National Capital Plan - it was very unclear to me after listening to responses why 8 stories were selected.

Approach to linking with active travel routes and proximity to Yarra Glen. The draft shows a cluster of 9 buildings (not sure if this would be the final layout) as per Page 13, and two things that I noted were:

1) the buildings are very close to Yarra Glen. There is some gap, but I still don't understand why can't they be set back from the road and the water ecology park (marked "3" on page 13) flow naturally to a buffer between the road and the buildings?

2) it feels as though there is a strong delineation more generally between the ecology park and the main cluster of six buildings with courtyards - would it not be possible to create more green space in the interior of the development, and again allow the green space in "3" to "naturally" flow into the development? It doesn't feel as currently planned as though it will integrate into the area, more it will be a high density "pocket" in the middle of a green area.

The main concern is that I don't believe sufficient consideration has been given to a number of planning aspects considering the very high density proposed.

Kind Regards,

Submission 31



Chief Executive
National Capital Authority
Email: dcp@nca.gov.au

Draft Detailed Conditions of Planning, Design and Development (DCPDD) for the North Curtin Residential Area.

The Canberra Ornithologists Group (COG) is responding to the Draft DCPDD, concerning the development of land known to the community as the Curtin Horse Paddocks. It is noted that in 2020, COG responded in a submission to an earlier planning instrument, Draft Amendment 95, North Curtin Diplomatic Estate & Urban Area. COG did not support the re-zoning of all this land from broadacre to urban/residential, on environmental considerations, particularly concerning impacts on connectivity for birds.

COG is a volunteer-based community group with around 390 members whose mission includes the conservation of native birds and their habitats. COG plays an active role in advocating for protection of native vegetation/bird habitats and for the mitigation of threats to and impacts on native birds. COG undertakes surveys of birds, including long-term monitoring projects, which can usefully inform land use and land management actions.

COGs main concern is that important environmental considerations are not adequately reflected in the Draft DCPDD. It is noted that required environmental referral under the Commonwealth's *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), with underpinning studies/data, has not yet occurred. The environmental considerations, including impacts on particular threatened species, should first and foremost, properly inform design planning.

- This is a poor approach to design planning for this peri-urban site. Little consideration has been given to the significant biodiversity values of the site, and most importantly the connectivity value of this site/area to the wider landscape, including how the design could best take that into account to minimise impacts.

Further, the design plan appears inconsistent with the intent and principles, including the restoration principles, in the new Draft ACT Nature Conservation Strategy 2026-2036 (currently being finalised). This Strategy is based on landscape-scale approaches to nature conservation, establishing a nature conservation network and includes a habitat restoration focus.

The Draft DCPDD also seems inconsistent with matters of national significance in the National Capital Plan, (NCA website home page refers). Two matters in particular are relevant:

- *'Conservation and enhancement of the landscape features which give the National Capital its character and setting, and which contribute to the integration of natural and urban environments'.*
- *'The development of a city which both respects environmental values and reflects national concerns with the sustainability of Australia's urban areas'.*

In the Draft DCPDD, there appears to be limited reference to environmental matters, for example, briefly on page 21 concerning the landscape framework of the proposed water ecology park - 'establish robust local native plant species' and 'provide connection to surrounding ecological corridors'. While COG does not disagree with these as very general principles, this seems inadequate, not detailed enough to reflect the local environment and biodiversity values, and does not take a whole-of-landscape approach to the significant landscape-scale connectivity considerations.

Consistent with the environmental values of the site and a landscape-scale approach to planning, the development conditions in the DCDPP should be more detailed and strengthened:

- Environmental related principles should be fully integrated into the design planning for the whole of the site, both the residential development part, and also the part of the land adjacent for future diplomatic estate.
- This should include principles around creating functional habitat links across the whole of the site, taking account of the wider and important landscape-scale connectivity considerations.
 - This could include treed/vegetated corridors across the whole site, connecting to the Yarralumla Creek (future water ecology park), of sufficient width and structure for species such as the nationally threatened Superb Parrot and Gang-gang Cockatoo, and for small, threatened and declining woodland birds.
- The environmental principles should be informed by relevant environmental data and considerations pertaining to the site, including the citizen-science data documented in community responses to the planning phases.
- Plans should take account of the ACT Government's urban habitat connectivity mapping and ACT Government research on the movements and breeding sites of the Superb Parrot and Gang-gang Cockatoo, as well as other environmental information, to ensure there can be some continued function of the site as a movement corridor for birds.
- The proposed water ecology park along the Yarralumla Creek should be as wide as possible, retain existing mature trees where possible, plantings should be natural with native species as far as possible, and provide for quiet spaces (from noise/people intrusion) for birds and other wildlife.

The Yarralumla/Molonglo Corridor and Birds Issues

This land on the edge of North Curtin has been regularly monitored for birds for over three decades, by a member of COG who lives immediately adjacent to the site. The site and associated data are part of COG's long-term Garden Bird Survey.

- There is an impressive bird list of around 170 bird species, a high degree of species richness for a peri-urban site of modified vegetation and mixed plantings.

- This includes threatened and uncommon bird species using the site, particularly for seasonal migration/movements, birds on passage through Canberra to and from forested areas in the ranges.
- Both geographic and ecological factors have contributed to the special value of the area for birds.

A number of the bird species recorded at this site over time are on threatened species lists (Commonwealth, ACT, NSW), and others are regarded as of conservation concern, including species which COG's long-term woodland monitoring program has shown to be in decline.¹

There are records of important species listed under the Commonwealth's EPBC Act (and ACT legislation), Superb Parrot and Gang-gang Cockatoo. With the potential impact of the proposal, its design particularly needs to properly address connectivity for the Gang-gang Cockatoo, which has a significant number of its ACT nesting sites in the nearby Red Hill Nature Reserve.

On a broad landscape-scale, the land is part of a large complex with mixed vegetation and varied habitats on Canberra's western urban edge. This includes the parklands of the Governor-General's residence, Weston Park and Westbourne Woods, lowland woodlands in Stirling Park abutting Lake Burley Griffin, the Molonglo River corridor, and the National Arboretum, with connections to Black Mountain, the Australian National Botanic Gardens, and the Woden Valley. These areas/habitats, although modified to varying extents, all have habitat values and are used by a large range of birds. This Yarralumla/Molonglo corridor connects to the Molonglo River and beyond to natural habitats to the west and into the Brindabella Ranges for a range of migratory and seasonal bird species.

Seasonal migration is a marked feature of bird movement in the ACT and high country, particularly over certain periods in spring and autumn. There is a significant occurrence of spring and autumn passage migrants moving through and around urban Canberra, and an autumn influx of altitudinal migrants moving from higher altitude forests to overwinter in lowland habitats. The existing nature reserves, peri-urban green corridors and parklands in Canberra are very important to facilitate these seasonal bird movements, by providing shelter and food resources. The Curtin Horse Paddocks have been important in this respect.

COG can be contacted on: cogoffice@canberrabirds.org.au

Yours sincerely



Kim Farley
President
Canberra Ornithologists Group
2 June 2026

¹ Bounds J et al, Long-term Trends in ACT Woodland Birds 1998-2019, Canberra Ornithologists Group, October 2021 <https://canberrabirds.org.au/conservation/woodland-birds/>

Submission 32

I am most interested in the new development /planned suburb on the greenspace next to the Curtin Horse Paddocks and abutting Adelaide Avenue.

At the recent information session in Curtin, it was noticeable there was a lack of planning for a preschool/primary school or childcare centre in the new suburb. It seems short sighted indeed that approximately 2,500 – 3,000 people will not require those things. Both primary schools in Curtin are full to capacity, as are the childcare centre and preschool. There does not seem to be much provision for a supermarket/doctor rooms etc – are they included in the planning?

Currently there is no road access to this area; but it looks as if the road will come off the Lady Denman/Cotter Road roundabout.....this area is already incredibly congested in the morning and evening. McCulloch Street is even worse for traffic as cars from the Mongolo area are all trying to get to Woden/Deakin – Curtin is seen as a shortcut instead of using the Hindmarsh option. If the wish is that the residents will use the Tram (when/if it gets built) – what will everyone do in the interim?and why is the tram stop so far from the proposed development. People in Canberra do not walk any great distance (especially in winter). It seems ridiculous to hope on a wing and a prayer that people will walk to the stop. Will there be a bus going into the development?

One of my main concerns is the water ecology park. I have seen at least five major water events along the stormwater drain near the Curtin part of Adelaide Ave. The last two washed away huge concrete blocks; these were from the lower area; but what concerns me is what is being done further back (ie near the Canberra Hospital and the Southern Cross Gym building) where huge amounts of water flow. The ecology park would be completely washed away. The last rain event, the water was right across the Curtin side of the stormwater drain all along side the horse paddocks; and a few years back, the water was well across the sporting fields . I think the DCPDD are underestimating the extraordinary amount of water that courses through that drain, and with the projections for future weather patterns, they underplay this risk at their peril.

I keep thinking of the founding fathers of Canberra and their amazing insight placing parks, walking paths, trees and open spaces – a true garden city. Yes, Canberra has grown, but with care and consideration we can add new housing developments with thoughtfulness and

consideration for the need of open parks, and shade trees; playgrounds and sporting fields. Wouldn't it be great to have a central square in the new development that offers residents a place to meet; kids to play in safety and a hub of shops.

I know the ACT is nearly bankrupt, but building unsuitable housing as a quick way to make money seems shortsighted and an insult to our forebears, as well as to our children's future.

Sincerely

Deirdre Trow

Curtin Resident

Submission 33

I fully support the submission of, and all arguments put by the Curtin Residents Association. Their concerns are reasonable and balanced.

I am particularly concerned about the environmental impacts, potential loss of existing trees along the Yarralumla Creek corridor, and the scale and size of the development including building heights and population density, particularly without adequate additional infrastructure.

Regards

Submission 34

I am a Curtin resident writing in response to the public exhibition of the Draft DCPDD for the North Curtin Residential Area. I support housing development on this site and welcome the proposed water ecology park and active travel connections. I write, however, to raise two concerns I believe must be addressed before the document is finalised.

My primary concern is traffic. The DCPDD proposes 1,200–1,300 dwellings served by only two vehicle entry points, Cotter Road and McCulloch Street, yet the surrounding road network is already heavily congested at peak times, as I experience daily. No traffic impact assessment has been published with the DCPDD to demonstrate the network can absorb this volume of additional trips. Most critically, the long-proposed Mint Interchange, connecting Cotter Road to Yarra Glen toward Woden, is entirely absent from the document, despite being essential infrastructure for this corridor. The document's reliance on future Light Rail Stage 2B as mitigation is not adequate: that project has no confirmed funding or timeline. I request that the NCA require a full traffic impact assessment before the DCPDD is finalised, and that the Mint Interchange be explicitly addressed as a precondition or concurrent requirement for development.

My second concern is building height. The DCPDD allows up to 8 storeys on park frontages and 6 storeys across much of the site. The 2024 ACT Government consultation found strong community preference for a maximum of 4 storeys — yet the draft doubles that without explanation. Eight-storey buildings are out of character with the surrounding suburbs of Curtin, Yarralumla and Deakin, and sit uncomfortably with the NCA's own objective of development that "reflects the character of the setting." A 5-storey cap would still deliver meaningful density and could accommodate the dwelling target with efficient design. I request that the NCA cap heights at 5 storeys and explain why the draft departs so significantly from what the community said it could accept.

I urge the NCA to address both concerns before finalising the DCPDD.

Yours sincerely,

Submission on the Proposed North Curtin Development

To Whom It May Concern,

I am writing as a concerned resident of North Curtin to formally register my opposition to the proposed residential development of the North Curtin open space area. The current proposal has proceeded without adequate planning to support the resulting increase in population demand on essential infrastructure, and without sufficient regard for the significant environmental and ecological values of this land.

I request that the ACT Government undertake a comprehensive review of the proposal to address the concerns outlined below before any development approvals are granted.

Inadequate Infrastructure Planning

The North Curtin development will significantly increase the residential population of the local area. This growth has direct and foreseeable consequences for existing infrastructure that the ACT Government has not adequately planned for or funded. My specific concerns are as follows:

School Capacity

The addition of a significant number of new dwellings will inevitably introduce hundreds of new school-age children to the area. The ACT Government has made no commitment to expanding existing school facilities or planning for a new school to accommodate this projected growth. Overcrowded classrooms undermine educational outcomes and place unacceptable strain on teachers and staff.

Parking and Traffic Congestion

The road network and parking provisions in and around North Curtin are already under considerable stress during peak hours, particularly in relation to traffic flows along McCulloch Street, Yamba Drive, and the approaches to the Woden Town Centre. The introduction of additional residents without adequate on-site parking and meaningful investment in road capacity or public transport alternatives will compound existing congestion problems to the detriment of local residents. The ACT Government has provided no plan to address this.

Environmental and Ecological Impact

There are also significant environmental and ecological values of the North Curtin open space that this development places at risk. This land represents one of the few remaining open green spaces in the inner south of Canberra, and its ecological importance should be properly considered.

Native Wildlife Habitat

The site supports a number of native fauna species, including Eastern Grey Kangaroos, Bluetongue Lizards, native birds such as Gang-gang Cockatoos, Black

Cockatoos and King Parrots, and a range of insects and small mammals that depend on the grassy woodland and open meadow habitat the site provides. Development of this land will result in direct habitat destruction and fragmentation, forcing wildlife to relocate into already-degraded or urbanised areas and increasing the risk of human-wildlife conflict and local population decline. No adequate ecological assessment has been undertaken prior to this proposal being advanced.

Native Vegetation and Grassy Woodland

The site contains native grassland and grassy woodland communities that are considered threatened ecosystems in the ACT and nationally. The loss of these communities represents a permanent ecological cost. Current planning documentation does not adequately acknowledge or account for the value of this vegetation.

Urban Heat and Loss of Green Space

The loss of this open space to built form will contribute to the urban heat island effect in the local area, reduce stormwater absorption, and diminish the amenity and wellbeing benefits that green open space provides to the wider community. These costs will be borne by all residents of the area, not only those living in the new development.

The ACT Government should plan for population growth in a manner that does not degrade the lives of existing residents or cause lasting harm to the natural environment. This development, as currently proposed, does not meet that standard.

Meaningful and genuine community consultation should continue to occur before this process proceeds any further.

Submission 36

North Curtin Residential Development Submission

The National Capital Authority's draft plan for residential development in North Curtin on the area of the former horse paddocks should NOT proceed in the current proposed form. Reasons for improved planning and lower density of the proposed development are as follows:

1. Urban Density Unsuitable

- The proposed density of apartment dwellings in 5 and 8 storey buildings approaches that of Singapore, without associated infrastructure planning for what is essentially a new suburb.
- Apartment blocks are not the most desirable dwellings for families with young children who need outside recreational space. Primary demand is for town houses with small gardens, rather than apartment blocks. Is the NCA's vision for the middle ring of Canberra the type of development that pushes families into suburbs on Canberra's periphery?
- Heat Island Effect: the ACT will continue to experience longer and hotter summers as climate change progresses, particularly in El Nino conditions. Any trees planted in the new development will take 15 years or so to provide any significant shade to apartments, and apartments at the top of 8 storey building would be above the tree canopy.

2. Transport and Traffic

- The proposed North Curtin development is under the ACT Government's Southern Gateway Corridor urban intensification project. The focus of the Southern Gateway Corridor is urban infill through densification of the Light Rail Stage 2B (LRS2B) route along Yarra Glen and Adelaide Avenue.
- Public Transport: Light Rail Stage 2B provides little or no benefit to this proposed community. The only planned light rail stop is in Carruthers St, Curtin, a distance of 1-1.5 km from the proposed development. Given the ACT Government's current deficit, the projected cost of light rail Stage 2B, and significant public opposition to this project, this form of public transport may never materialise. Electric bus options should be provided.
- Road Access: essential road infrastructure, namely the Mint Interchange, is essential to deal with the current Adelaide Avenue-Yarra Glen- Cotter Road peak traffic congestion, plus the projected growth in arterial traffic due to the Molonglo

suburbs and adjacent major urban infill developments, existing dwellings in Yarralumla, **plus** the planned North Curtin Residential Area of 1,200 dwellings plus the proposed Diplomatic Estate.

Canberra is a very car dependent city and without easy access to public transport this new suburb will follow that pattern. The only road access to the proposed development is via the Cotter Road or McCulloch street, both of which already carry significant traffic at peak times. Traffic needing to turn south onto Yarra Glen will intensify the already significant volume of traffic using McCulloch St through Curtin to the Woden valley and south Canberra.

3. Infrastructure Pressure

- Curtin already experiences significant infrastructure pressure around the Curtin shopping precinct. All available parking spaces are regularly occupied. Neither the shopping precinct nor available parking can be expanded.
- A 94 unit social housing development on the corner of Theodore St opposite the Curtin shops already has conditional approval.
- The proposal for a 54 unit community housing development on the Holy Trinity Presbytery site in Strangways Street Curtin includes insufficient parking for residents and visitors and relies for overflow parking on availability of on street parking in Strangways St or in the Curtin shopping centre!
- There is insufficient infrastructure planning in the proposed North Curtin development for shops, schools and other infrastructure for the density proposed. Local schools and medical practices are already at capacity.

Diana Killen
U3, 32 Canberra Ave
Forrest ACT 2603
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Submission 37

Chief Executive

National Capital Authority

The following brief comments on your “ Draft Detailed Conditions of Planning, Design and Development (DCPDD) for the North Curtin Residential Area” are probably similar to a number of comments you have/will receive but that does not diminish their importance nor distract from the fact that the proposal does not meet the requirements of the National Capital Plan. Therefore, it should be rejected, and taxpayer resources should not be expended on a plan that fails this simple test. I doubt the NCA as regulator will do that. Why do planning authorities often seem to be captured by the bodies they are established to regulate.

Key points I make are as follows:

- The North Curtin Residential Area DCPDD does not meet the requirements of the National Capital Plan – there is no strategic plan, no integration with LRS2B and no guidelines for this urban infill development. Nor does it meet the requirements for assessment of listed threatened species under the Environment Protection and Biodiversity Conservation Act (1999).
- There is no provision for the essential road infrastructure, namely the Mint Interchange. This is essential to deal with the current Adelaide Avenue-Yarra Glen- Cotter Road peak traffic congestion, **plus** the projected growth in arterial traffic due to the Molonglo suburbs and adjacent major urban infill developments, of 720 dwellings in Yarralumla, **plus** the North Curtin Residential Area of 1,200 dwellings **plus** the proposed Diplomatic Estate (32 hectares).
- The high density of the development of 92 dwelling per hectare, is on a par with Singapore New Town Developments and is totally inconsistent with the concept of a Bush Capital..
- The proposed high density of the development is based on the 2019 advisory valuation report for the site referred to in the 2021 Final Report to Government (Confidential) by Mecone and Atlas “Canberra Light Rail Stage2B Urban Infill Ability Assessment”. This indicates that the adoption of the high-density is driven by the financial return to government.

- The above matters need to be addressed, and the North Curtin Residential Area development should not proceed in its current form.
- Why do the NCA and ACT Planning authorities ignore other developments, planned or approved, when they consider proposals of this nature. A holistic view is essential if good outcomes are to be achieved.

In addition, I fully endorse the Yarralumla Residents Association comments on this proposal.

Regards David McKean

Submission 38

Hi there. My thoughts on this proposal are mixed. I believe development for this area is quite acceptable in my view . For Traffic management I believe this development should be moved up or west further so future residents have access to Lady Denman Dr or preferably a reconfigured intersection with Dunrossil Dr and Dudley St. My reason for this is that when the NCDC had power many many years ago had plans for this to be a future ramps off Yarra Glen which we can see on the raised earth median on the Southbound lanes as a on ramp towards Woden. I understand this Freeway to Parkes Way won't be built due to redevelopment years ago like the Royal Golf Course my point being, considering the land is available from Yarra Glen to the Cotter Road intersection I believe the on and off ramps must be included in this plan for the recent residents from the Molonglo Valley developments have another major road to use that isn't the Tuggeranong Parkway and side streets used as shortcuts and unnecessary traffic.

For design I believe old brick style should be used to reflect the previous brick manufacturing industry nearby and nearby suburbs that aren't modern that use this type of material along with street lights that are of the old concrete pole designs with headlamps from the older suburbs to add extra character. I also believe European trees should only be planted in the suburb for better tree coverage and preventing unnecessary leaf litter and fear of broken branches like our native Eucalyptus trees that should only be planted in nature reserves or along Yarra Glen to act as another sound barrier from traffic noise. Streets should also be wide enough to accommodate parking and through traffic instead of what we have seen in newer suburbs where residents have to use the verge not only as parking but as it is safer incase of traffic accidents. I do hope this gets read with consideration of design changes thank you.

- Jack

Submission 39

Submission regarding Draft North Curtin Residential Area – DCPDD

To the National Capital Authority,

Thank you for the opportunity to comment on the Draft Detailed Conditions of Planning, Design and Development (DCPDD) for the North Curtin Residential Area.

I acknowledge the need for additional housing supply in Canberra and support well-planned urban renewal in appropriate locations. However, I have significant concerns regarding the current scale, infrastructure readiness, environmental impacts and cumulative planning effects associated with the proposed North Curtin development.

1. Scale and Character

The proposal represents a very substantial intensification adjacent to established low-density suburbs including Curtin, Deakin and Yarralumla. The documentation indicates development comprising predominantly apartments and townhouses, with buildings generally between 6–8 storeys and potentially accommodating approximately 2,500–3,000 residents. This represents an increase of approximately 50% in Curtin’s current population.

While increased housing diversity is important, the proposed scale appears inconsistent with the existing garden city character of the area and community expectations regarding building height and urban form.

The DCPDD itself states that development should “integrate well with its surrounding environment, communities and movement networks” and “deliver high quality planning and development reflecting the character of the setting.”

I request that:

- Building heights be reduced, particularly along interfaces with existing suburbs and Yarralumla Creek;
- Greater emphasis be placed on stepped building forms and landscape setbacks;
- The final DCPDD include stronger protections for solar access, visual amenity and urban tree canopy retention.

2. Infrastructure and Community Services

The development appears to proceed ahead of clear commitments regarding supporting infrastructure. Existing facilities in Curtin and surrounding suburbs are already under pressure, including:

- local roads,
- parking,
- schools,
- childcare,
- community facilities,
- and health services.

The explanatory document states that the site is considered suitable due to its proximity to existing services and future light rail planning. However, proximity alone does not ensure capacity.

The proposal should not proceed without:

- detailed infrastructure capacity assessments;
- clear staging commitments;
- and binding delivery schedules for transport and community infrastructure upgrades.

3. Traffic and Transport Concerns

The DCPDD proposes primary access from Cotter Road and McCulloch Street. Existing congestion at these intersections and along Yarra Glen is already significant during peak periods.

The consultation material states that future traffic studies will occur as part of development proposals. This is concerning given the scale of development already being contemplated.

Traffic modelling and infrastructure solutions should be completed before finalisation of the DCPDD, including:

- impacts on McCulloch Street;
- Yarra Glen and Cotter Road intersections;
- cumulative impacts from nearby developments;
- realistic modelling of future light rail uptake;
- parking demand overflow into Curtin streets;
- and impacts during construction.

Consideration should also be given to the previously proposed long-considered “Mint Interchange” and broader Southern Gateway planning context before locking in this development framework.

4. Environmental and Ecological Impacts

The proposal borders Yarralumla Creek and an important ecological corridor. The DCPDD identifies a proposed “water ecology park” and references environmental enhancement objectives.

However, significant concerns remain regarding:

- biodiversity impacts;
- habitat fragmentation;
- increased urban heat island effects;
- stormwater quality;
- and flood resilience.

North Curtin contains recognised biodiversity values and vulnerable species have previously been identified in the broader area.

A comprehensive and publicly available environmental impact assessment should be completed prior to approval of the DCPDD, including:

- flora and fauna impacts;
- cumulative ecological impacts;
- urban heat analysis;
- and flood modelling considering recent major rain events and climate change projections.

5. Consultation and Community Expectations

The community should have confidence that consultation outcomes meaningfully influence planning outcomes.

Many residents support thoughtful infill development, but there is widespread concern that the current proposal prioritises housing yield over long-term liveability, infrastructure coordination and environmental stewardship.

The DCPDD should therefore:

- reduce overall density and height;
- strengthen environmental protections;
- commit to staged infrastructure delivery;
- and provide greater transparency regarding future transport and servicing assumptions.

Conclusion

The North Curtin site is highly sensitive due to its gateway location, adjacency to established suburbs, proximity to Yarralumla Creek and relationship with future diplomatic land.

A more moderate, better integrated and infrastructure-led approach would better align with the objectives stated in the DCPDD and maintain community confidence in the planning process.

I respectfully request that the NCA reconsider the scale and intensity of the proposal and undertake further detailed assessment before finalising the DCPDD.

Yours sincerely,

Angus Denham

Submission 40

North Curtin

This study (page 6) states it is proposed: “To plan, design and develop a precinct that integrates well with its surrounding environment, communities and movement networks”.

Yet the **proposed size** of the development, the absence of a real commercial centre, no apparent provision for education/childcare facilities, and the apparent absence of any environmental impact study, does not sit well with the above words.

The dwelling/population density proposed for North Curtin development is almost that of a new suburb in a constrained area, yet apart from a possible ‘convenience store’, no services are apparent.

If a development of the proposed size goes ahead, it should be done with serious consideration about all other **potential facilities** whether needed initially or in subsequent years. And it is essential that environmental studies be done to determine what impacts there will be on plants, birds, insects, lizards etc.

As well, I cannot see how the currently congested Cotter/McCulloch Roads could safely handle the traffic that would be generated by a development of this size.

There is a great danger that the ‘liveability’ of Curtin will be lost by the significant increase in population from this development which currently is forecast to cater for 2,000 to 3,000 new residents.

The reality is that it is not just that North Curtin will bring new residents in to use **existing facilities and infrastructure**, it will be joining a number of other developments already planned or underway –

1. The additional population of the planned housing development on the vacant block opposite Curtin shops
2. The additional population of the planned housing development on Catholic Church land adjacent to the shopping centre
3. The additional population of the planned diplomatic precinct
4. The additional population of the retirement village on Cotter Road, along with its support staff
5. The proposed dementia development on Carruthers St, with support staff
6. The number of Curtin blocks now zoned RZ1 where the ACT government’s policy is encouraging dual housing developments

All of these developments will increase the traffic density in the suburb, particularly on McCulloch St, Theodore St and around Curtin's limited-size shopping centre, a centre that was designed years ago to cater for the existing suburb population.

It is already the case that traffic density on the above Curtin streets at peak times is heavy and at times hazardous. For example, cars and the city-bound ACTION 58 bus emerging from Dunstan St and wanting to turn right are faced with dangerous situations at both peak traffic periods.

The shops and car parks at Curtin, constrained by size, are already extremely busy at many times of the day each day of the week.

I hear government wishes that car use be restrained, or discouraged. But the distance of the North Curtin development does not hold out much hope that people will leave their cars at home to shop, or deliver children to school, or seek medical attention. The distance to any of these existing facilities is too great to be comfortably walked.

There is a pedestrian lane connecting most of the way from Curtin shops (running from alongside the Uniting Church hall) via Morgan Place to Yarralumla Creek, and perhaps that could be developed to encourage pedestrian and cycle traffic from North Curtin to Curtin shops. But it would hardly appeal to anyone wanting to do a major shop at Curtin, or to send their children to the distant Curtin primary schools.

A (Canberra Times, 8 June 2024) ACT Suburban Land Agency advertisement stated:

"We pride ourselves on delivering sustainable urban environments that bring people and businesses together and help our community and natural environments to thrive".

How on earth can all the current planned Curtin developments, plus North Curtin which alone would add an estimated 2,000 to 3,000 people to the locality, help the community and natural environment thrive?

In summary, this proposed development is far too dense for the area to absorb (particularly with the other planned developments), without the destruction of public amenity and liveability. As for the long-suffering grassland environment which around Canberra has shrunk dramatically, this development is yet another major impact.

Harley Dadswell

Submission 41

Submission – DCPDD for North Curtin Residential Area

I am generally supportive of expanding the residential area of Curtin.

My main concern is the management of transport, quality and design of buildings and environmental impact.

McCulloch Street and Cotter Road are already busy and congested at several times during the day. A full traffic study needs to be undertaken and made publicly available before the DCPDD is completed.

The proposed light rail stops are not conveniently located for the major of Curtin residents, which means this expensive and unwanted expansion of light rail to Woden will not ease traffic and parking congestion, unless changes are made to the Curtin bus services to transport travellers from across Curtin and possibly Molongo to the Carruthers Street stop. A new bus route must be added to Curtin to accommodate this new area.

I support the height of buildings being restricted to four storeys or less. To facilitate older people staying in Curtin and selling their current larger residences, some of the buildings should be 2-3 bedrooms on a single level.

I was at the recent public hearing where concerns were expressed about the quality of building provided by the major developers in the ACT. I agree with these concerns. The ACT must ensure greater quality control over building proposals and the finished products.

Curtin has high biodiversity and a full environmental impact assessment must be undertaken and made publicly available before the DCPDD is completed.

Thank you for considering my submission.

Tracey Newbury

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Submission 42

Support for the Planning, Design and Development of North Curtin

Submission to the National Capital Authority

Andrew Dempster, Curtin resident

I welcome the opportunity to comment on the National Capital Authority's Draft Detailed Conditions of Planning, Design and Development for the North Curtin Residential Area.

The proposal presents a rare opportunity to create a new urban precinct within an established part of Canberra. It offers the potential to deliver housing, public space, active travel connections and local services in a location that is already well connected to employment, transport and community infrastructure.

For these reasons, I **support** the proposal.

The North Curtin site should not be viewed simply as a housing project. It is an opportunity to create a vibrant new destination within the Woden Valley that benefits both existing residents as well as future generations of Canberrans.

A great location for urban consolidation

Canberra's population will continue to grow. The challenge facing policymakers is not whether additional housing is required, but where that housing should be located.

North Curtin is one of the most strategically located development opportunities currently available in the city. It sits adjacent to Adelaide Avenue, close to major employment centres, near future public transport investment and within easy reach of the Woden Town Centre.

These characteristics make it an ideal location for urban consolidation.

Accommodating growth in locations such as North Curtin allows Canberra to make better use of existing infrastructure, reduces pressure for continued outward expansion and supports a more connected and sustainable urban form.

Density and amenity go hand in hand

One of the most persistent misconceptions in planning debates is that density and liveability are competing objectives.

In fact, some of the most successful new urban precincts combine abundant housing with cafes, restaurants, shops, public spaces and active travel connections. These elements work together to create places where people want to spend time, meet friends, access services and participate in community life.

The critical point is that these amenities require a sufficient local population to support them.

Terrific little local cafes cannot survive without customers. Shops need foot traffic. Community spaces need activity. Public transport works best when enough people live nearby to use it.

For this reason, the proposed density should not be viewed simply through the lens of housing supply. It should also be viewed as the foundation upon which the broader success of the precinct will depend.

Importantly, these benefits would extend beyond future residents of North Curtin. Existing Curtin residents would gain access to new hospitality venues, local services, improved public spaces and stronger active travel connections.

The objective should be a more liveable Curtin for everyone.

Maintaining the precinct population needed for success

A key objective of the North Curtin proposal is the creation of a genuinely vibrant mixed-use precinct with cafes, restaurants, shops, services and community facilities. For that reason, the overall scale of residential development matters.

The proposed level of housing is not simply a number. It reflects an underlying vision for the precinct and the level of activity, investment and local amenity that the development is intended to support.

For this reason, I encourage the National Capital Authority to remain focused on maintaining the overall level of housing ambition proposed for the site.

If, through the planning process, the Authority is persuaded by local residents associations to increase average dwelling sizes or reduce density on some parts of the site, it should also consider whether additional height may be appropriate in other locations to ensure that the overall residential population remains sufficient to support a successful and vibrant mixed-use environment.

The important point is that the success of the future commercial precinct should not be compromised by incremental reductions in residential population.

The National Capital Authority should continue to plan for a precinct with enough residents to support the cafes, restaurants, shops, services and community life that will ultimately determine whether North Curtin succeeds.

North Curtin should be planned as a precinct

North Curtin should be planned as a new precinct within an existing suburb, not as a standalone residential estate.

The site will become part of the broader Curtin and Woden community. Its success will depend on how effectively it connects with surrounding neighbourhoods and contributes to the life of the area.

This requires more than housing. It requires active frontages, attractive public spaces, high-quality landscaping, pedestrian activity, local businesses and a strong public realm.

Canberra already contains successful examples of precinct-based urban renewal that have combined these elements to create vibrant and highly desirable places. North Curtin should aspire to achieve the same outcome.

The risk is not that the site becomes too active or too vibrant. The greater risk is that it becomes a disconnected residential enclave that misses the opportunity to contribute meaningfully to the wider community.

Planning for the future diplomatic estate

The National Capital Authority is uniquely placed to consider North Curtin not only in the context of today's Canberra, but also the Canberra that will exist decades into the future.

This is particularly relevant given the long-term vision for a future diplomatic estate in the adjoining area.

As diplomatic development occurs over coming decades, those residents, workers and visitors will require access to services and amenities that support daily life. Cafes, restaurants, convenience retail, public spaces and local services will all become important components of a successful diplomatic precinct.

North Curtin provides an opportunity to establish that critical mass now.

A successful mixed-use precinct would create the hospitality, retail and service ecosystem that future diplomatic development is likely to depend upon. Conversely, a significantly scaled-back residential outcome risks leaving the future diplomatic estate isolated from the very amenities that help make urban precincts attractive, functional and successful.

The long-term success of both projects should therefore be considered together.

North Curtin is not a 'Missing Middle' project

Local residents associations have called for North Curtin to be considered as an appropriate site for so-called "missing middle" housing.

This is not the most appropriate planning framework for the site.

Missing middle housing is generally applied within established suburban neighbourhoods where modest increases in density are introduced through townhouses, terraces and low-rise apartments.

North Curtin is fundamentally different. It is a large greenfield site located on a major transport corridor, close to employment centres and within easy reach of the Woden Town Centre. Few sites in Canberra offer a similar combination of scale and strategic importance.

The challenge here is not how to gently increase density within an existing suburban street. The challenge is how to create a successful mixed-use precinct capable of supporting housing, local businesses, community facilities and public spaces.

Approaching North Curtin primarily through a missing middle lens risks underestimating both the importance of the site and the opportunities it presents.

Conclusion

North Curtin represents one of the most significant urban renewal opportunities currently available in Canberra.

The proposal has the potential to deliver much more than housing. It can create a vibrant new precinct that supports local businesses, activates public spaces, strengthens active travel connections and enhances liveability across the Woden Valley.

The National Capital Authority's proposed approach provides a strong foundation for achieving these outcomes.

I therefore encourage the Authority to retain the overall scale and ambition of the proposal while continuing to refine the detailed design, infrastructure and environmental measures that will help ensure its long-term success.

Andrew Dempster

Submission 43

To: National Capital Authority

Subject: Objection to Draft North Curtin Residential Area Development Control Plan and Development Design Requirements (DCPDD)

Amendment 95 to the National Capital Plan (NCP) changed the land use policy of Block 4 Section 106 and part Block 5 Section 121 Curtin to facilitate the development of a new diplomatic estate, and to create a new urban/residential area adjacent to the estate.

I am writing as a resident of the Curtin area to formally object to the Draft North Curtin Residential Area Development Control Plan.

I do not believe the current proposal appropriately balances housing growth with the capacity of local infrastructure, environmental constraints, community expectations and the established character of the surrounding suburbs.

The North Curtin site, due to its size, constrained access and proposed population, functions in practical terms as the creation of a new suburb rather than a small infill precinct. As such, it requires planning commensurate with that scale, including provision for local services, internal connectivity and self-sufficiency rather than reliance on surrounding established suburbs. It is not reasonable to assume that the additional demand generated by this development can be absorbed by existing infrastructure in Curtin, Yarralumla or surrounding centres without significant upgrades.

My objections are outlined below.

1. Excessive Density and Building Height

The proposed development represents a level of density that is significantly out of character with the surrounding suburbs of Curtin, Yarralumla and Deakin. Building heights of up to eight storeys are excessive for this location and will substantially alter the established suburban character of the area.

Developments should be proportionate to its setting and supported by appropriate infrastructure. The proposed scale and intensity of development exceed what many residents would reasonably expect in an established suburban area.

2. Concerns Regarding Housing Form and Neighbourhood Character

Curtin is a relatively small suburban community with a recognised village character, mature tree canopy, significant green space and predominantly low-rise built form.

I am concerned that the proposal places too much emphasis on medium- and high-rise apartment buildings rather than housing forms that are more consistent with the existing character of Curtin and the surrounding inner south suburbs.

A greater focus on genuine “missing middle” housing, including townhouses, duplexes, terraces and low-rise developments, would provide additional housing choice while allowing the suburb to evolve in a manner that is more compatible with its existing character and scale.

Many residents chose to live in Curtin because of its quiet residential character, strong community identity, human scale, accessibility and proximity to open space. While residents understand that change is inevitable in a growing city, planning decisions should appropriately balance growth objectives with the legitimate expectations of existing residents who have invested in and contributed to the community over many years.

In its current form, the proposal risks fundamentally changing the character of the suburb and replacing the qualities that make Curtin a highly valued community.

3. Inconsistency with Established Planning Principles for Curtin

The planning principles established through the Curtin Group Centre Master Plan place considerable emphasis on maintaining Curtin’s village character, reinforcing community identity, providing a human-scale environment and addressing existing accessibility and parking issues.

The proposed scale of development appears difficult to reconcile with these principles.

While the North Curtin site is being assessed under separate planning arrangements, planning decisions should still be informed by the broader strategic vision for Curtin as a community. The proposed development risks undermining the very characteristics that planning policies have sought to protect and enhance.

4. Failure to Properly Consider Cumulative Impacts

A significant concern is the apparent failure to adequately assess the cumulative impacts of multiple major developments occurring within Curtin and the surrounding area at the same time.

In addition to the North Curtin proposal, the Wesley Mission development in Curtin has already been approved and is expected to deliver approximately 98 apartments. There is also a proposal for a 54-unit development comprising three five-storey buildings on the Marymead site adjacent to Holy Trinity Church. Further there is a new dementia village expected to bring in more traffic flow into the area.

When considered together, these developments represent a substantial increase in population (roughly 50%) within a relatively short period. Residents are concerned that Curtin's population could increase dramatically over a short timeframe without corresponding upgrades to local infrastructure, services and community facilities.

The impacts of these developments cannot be assessed in isolation. Residents experience the combined effects of all approved and proposed developments, regardless of which authority is responsible for each individual approval.

A comprehensive cumulative impact assessment should therefore be undertaken to consider the combined effects on:

- Traffic congestion and road capacity
- Parking demand
- Local shopping facilities
- Schools and community services
- Recreational facilities and open space
- Public transport capacity
- Overall neighbourhood character and amenity

5. Existing Parking and Local Centre Capacity Issues

The Curtin local shopping centre already experiences parking shortages, particularly during peak periods. Residents and visitors regularly encounter difficulties finding available parking spaces.

The proposed North Curtin development, together with other approved and proposed developments in the area, will place further pressure on an already constrained local centre.

The consultation documents do not adequately demonstrate how increased demand for parking, retail services and community facilities will be accommodated. Without significant investment and planning, there is a real risk that the quality, accessibility and functionality of local services will deteriorate for existing residents.

The Curtin local centre already experiences peak-period parking stress and capacity constraints. This condition has been documented over many years and is unlikely to improve without significant intervention. Additional residential development of this scale will intensify existing pressures and will reduce the accessibility and functionality of the centre for current residents, contrary to established planning expectations for local centres to remain viable and accessible.

6. Insufficient Evidence Regarding Traffic and Transport Impacts

The proposal is expected to accommodate more than one thousand dwellings and a substantial increase in population. This will place significant additional pressure on surrounding roads and intersections, including Cotter Road, Yarra Glen, Adelaide Avenue and local roads within Curtin.

I am concerned that the community has not been provided with sufficient information regarding the full traffic impacts of the development. Planning controls should not be finalised until comprehensive transport modelling, and infrastructure assessments have been publicly released and independently reviewed.

The proposal also appears to rely on future public transport improvements that are not yet funded, approved or delivered.

Given the ACT Government's competing infrastructure priorities, including significant investment in major projects such as the new Canberra hospital, there is considerable uncertainty regarding the timing and delivery of future transport upgrades.

Planning decisions should therefore be based on existing infrastructure capacity and demonstrable commitments rather than assumptions about future infrastructure projects that may be delayed, modified or not proceed within the timeframe anticipated by the development.

7. Inadequate Infrastructure Planning

The development will place additional pressure on schools, health services, community facilities, sporting facilities, recreational spaces and local services.

The consultation material does not provide sufficient confidence that the necessary supporting infrastructure will be delivered in a timely manner or that existing facilities have the capacity to accommodate substantial population growth.

Infrastructure planning should precede approval of development controls rather than occur after major planning decisions have already been made.

8. Inadequate Public Transport Integration and Project Prematurity

The high-density zoning of this proposal is justified by the National Capital Authority and the ACT Government on the basis of its proximity to the future Light Rail Stage 2B corridor. However, significant portions of the proposed residential zone sit well over 1 kilometre away from the nearest anticipated light rail station. A walking distance of this scale is a clear barrier to daily use, forcing future residents to rely on private vehicles and worsening congestion on local arterial roads.

Furthermore, given that the Light Rail Stage 2B project has been delayed and effectively sidelined, there is no immediate justification to rush through a high-density development. Without an active, operational transit link, the National Capital Authority must pause this process and thoroughly revise the plans to align with actual, present-day infrastructure capabilities.

9. Concerns Regarding Flooding and Climate Resilience

The site contains significant flood-affected land associated with the Yarralumla Creek corridor. While the proposed ecology park is intended to address some of these issues, I remain concerned about the long-term effectiveness of flood mitigation measures, particularly in the context of increasingly frequent extreme weather events.

Further transparency is required regarding flood modelling, stormwater management and long-term maintenance responsibilities.

Any deficiencies in these areas are unlikely to be borne by the developer or planning authorities in the long term; rather, it is local residents who will ultimately experience the consequences through increased flooding risk, reduced amenity, infrastructure failures and ongoing management issues.

These matters should be comprehensively assessed, addressed and resolved before planning controls are approved. It is not appropriate for potential flood, drainage and maintenance issues to be

identified or remedied only after development has occurred and impacts are already being experienced by the community.

The site presents an opportunity not only for flood management but also for the creation of a naturalised green-blue corridor connecting Red Hill to the Molonglo River valley. However, this opportunity should not be compromised by over-intensification of built form adjacent to sensitive flood-prone land. Any stormwater and flooding strategy must prioritise long-term ecological function and public amenity, not simply engineering mitigation of development impacts.

10. Impact on Landscape Character and Amenity

The North Curtin area currently provides an important visual and environmental buffer between established suburbs and surrounding open space. The proposed scale of development risks eroding the landscape character that contributes significantly to the liveability of Canberra's inner south.

The visual bulk of higher buildings, increased traffic and urbanisation will adversely affect the amenity currently enjoyed by nearby residents.

11. Insufficient Protection of Green Space and Tree Canopy

Although the proposal includes an ecology park, I am concerned that the intensity of development on the remaining land will reduce opportunities for meaningful open space, urban cooling and tree canopy.

Canberra's planning framework should place greater emphasis on preserving green space, enhancing biodiversity and maintaining the garden city character for which Canberra is widely recognised.

The site is already highly exposed and vulnerable to urban heat impacts. Without substantial tree canopy targets and permeable green space, the development risks exacerbating urban heat island effects, with consequent impacts on resident health, comfort and liveability. Tree canopy coverage of at least 40% should be a minimum requirement for a development of this density in order to ensure adequate cooling and environmental resilience.

12. Concerns Regarding Consultation and Transparency

I am concerned that the community is being asked to comment on planning controls without access to all relevant supporting technical information.

Meaningful consultation requires the release of all key studies, including transport, infrastructure, environmental and flood assessments, before decisions are made.

13. Conclusion

For the reasons outlined above, I object to the Draft North Curtin Residential Area Development Control Plan in its current form.

I request that the National Capital Authority:

- Reconsider the scale, density and building heights proposed for the site.
- Undertake a comprehensive cumulative impact assessment of all major approved and proposed developments affecting Curtin and surrounding suburbs.
- Prioritise missing-middle housing options such as townhouses, duplexes and terraces over large apartment buildings.
- Release all supporting technical studies for public review.
- Demonstrate how traffic, parking, community facilities and infrastructure demands will be accommodated.

- Strengthen protections for neighbourhood character, landscape values and environmental outcomes.
- Undertake further consultation with affected residents before proceeding.

Curtin is a valued and established community with a distinct character that has developed over many decades. Future growth should complement and strengthen that character rather than fundamentally alter it.

Yours sincerely,

Curtin Resident

Submission 44

To: National Capital Authority

Subject: Submission – Draft North Curtin Residential Area DCP and Development Design Requirements

I am writing as a local resident to express my objection to the Draft North Curtin Residential Area Development Control Plan and associated Development Design Requirements.

While I recognise that Amendment 95 to the National Capital Plan enables redevelopment of this site for a diplomatic estate and adjacent residential area, I am not convinced that the current proposal achieves an appropriate balance between housing delivery and the capacity of existing infrastructure, environmental constraints, or community expectations within the inner south.

In its present form, the North Curtin proposal represents development of a scale that is more akin to a new suburb than a small infill project. A development of this magnitude should be supported by its own integrated services, internal connectivity and infrastructure. It is not reasonable to assume that surrounding suburbs such as Curtin, Yarralumla and Deakin can absorb the additional demand without significant upgrades.

My key concerns are outlined below.

1. Scale, Density and Building Height

The intensity of development proposed is inconsistent with the established character of surrounding suburbs. Building heights of up to eight storeys and the overall density represent a substantial departure from the low-rise, suburban form that defines Curtin and neighbouring areas.

Development should reflect its context. In this case, the scale appears excessive and unsupported by existing infrastructure or planning expectations for the area.

2. Housing Form and Local Character

Curtin is recognised for its village feel, mature tree canopy, open space and predominantly low-density housing. The proposal places a strong emphasis on apartment-style development, which risks undermining these defining characteristics.

A more appropriate approach would prioritise “missing middle” housing - such as terraces, duplexes and townhouses - which would allow for additional housing while maintaining compatibility with the existing built form and community character.

Residents understand that growth is necessary, but it should occur in a way that respects the qualities that have made Curtin a desirable and cohesive community.

3. Alignment with Existing Planning Principles

The Curtin Group Centre Master Plan emphasises maintaining village character, reinforcing community identity and ensuring a human-scale environment. The current proposal is difficult to reconcile with these principles.

Although the North Curtin site falls under separate planning arrangements, it should still align with the broader strategic vision for the suburb. As proposed, it risks undermining long-established planning objectives.

4. Lack of Cumulative Impact Assessment

There has been insufficient consideration of the combined impact of multiple developments in the area. In addition to this proposal, recent and planned developments - including Wesley Mission, the Marymead site, and a dementia village - will significantly increase population and demand on services.

Taken together, these projects could result in a substantial population increase in a short timeframe. Their impacts cannot be assessed in isolation. A comprehensive cumulative assessment is needed to evaluate effects on traffic, parking, local services, schools, open space and overall amenity.

5. Capacity of the Local Centre

The Curtin shopping centre already experiences parking constraints and capacity issues, particularly at peak times. Increased population will further strain these facilities.

The proposal does not clearly demonstrate how additional demand for parking, retail and community services will be managed. Without targeted upgrades, the accessibility and functionality of the centre is likely to decline.

6. Traffic and Transport Impacts

A development of this size will generate significant additional traffic, placing pressure on key roads including Cotter Road, Yarra Glen and Adelaide Avenue.

There is insufficient publicly available evidence demonstrating how these impacts will be managed. Planning decisions should be informed by transparent and independently reviewed transport modelling.

The proposal also appears to rely on future transport improvements that are uncertain in timing and delivery.

Decisions of this scale should be based on existing infrastructure capacity rather than assumptions about future projects.

7. Infrastructure Readiness

The anticipated population increase will place additional demand on schools, health services, recreational facilities and community infrastructure.

The available documentation does not provide confidence that these services can accommodate the growth or that upgrades will occur in a timely way. Infrastructure planning should lead development, not follow it.

8. Public Transport Integration

Higher-density development is justified in part by proximity to the proposed Light Rail Stage 2B corridor. However, much of the site is more than one kilometre from expected stops, limiting accessibility for daily use. Given delays to this project, reliance on future light rail does not provide a sound basis for the proposed density. Without a confirmed and operational transport link, the current approach appears premature.

9. Flooding and Environmental Risks

The site includes flood-affected land associated with Yarralumla Creek. While an ecology park is proposed, further detail is required on flood mitigation, stormwater management and long-term maintenance.

These risks must be fully resolved prior to approval. It is not appropriate for uncertainties in flood management to be addressed after development has occurred.

There is also an opportunity to create a meaningful green corridor in this location, which should not be compromised by overdevelopment.

10. Landscape and Amenity

The site currently acts as a transition between built suburbs and open space. Increased building bulk and urbanisation will diminish this role and negatively impact local amenity.

11. Green Space and Urban Heat

Although open space is included in the proposal, the overall intensity of development reduces opportunities for meaningful green space and canopy coverage.

Given Canberra's climate, strong tree canopy targets and permeable surfaces are essential. Without these, the development risks contributing to urban heat and reduced liveability.

12. Consultation and Transparency

The community has not been provided with all relevant technical information needed to properly assess the proposal. Meaningful consultation requires access to detailed studies on traffic, infrastructure and environmental impacts before decisions are finalised.

Conclusion

For the reasons outlined above, I do not support the Draft North Curtin Residential Area Development Control Plan in its current form.

I request that the National Capital Authority:

- Reassess the proposed density and building heights
- Undertake a cumulative impact assessment across all developments in the area
- Place greater emphasis on missing-middle housing
- Release all supporting technical documentation
- Clearly demonstrate how infrastructure and service demand will be met
- Strengthen protections for character, amenity and environmental values
- Continue consultation with the local community before progressing

Curtin is a well-established suburb with a strong identity and valued character. Future development should enhance these qualities, not erode them.

Yours sincerely,

Submission to the Draft North Curtin Residential Area – Detailed Conditions for Planning, Design and Development

Public Transport Association of Canberra | 9/06/2026

Who we are

The Public Transport Association of Canberra (PTCBB) 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 precinct

PTCBB has a set of core ideas and principles that guide our thinking and advocacy on how to achieve a great public transport system in Canberra. We believe that good land use planning supports good public transport by permitting life near frequent and reliable public transport services, such as our city's rapid bus and light rail network.

Our views on these development conditions

PTCBB welcomes the release of the *Draft North Curtin Residential Area – Detailed Conditions for Planning, Design and Development* (DCPDD). We strongly support the vision for a high-density, “car-light” precinct that leverages its strategic location on the City to Woden Southern Gateway corridor.

The draft's focus on transport-oriented development by placing approximately 1,200 new homes within walking distance of the future Light Rail Stage 2B (LRS2B) corridor is consistent with our vision for a more compact and sustainable Canberra. We particularly endorse the proposed parking maximums and the prioritisation of active travel over private vehicle through-traffic.

While we strongly support the overarching direction of this proposal, our submission identifies several specific areas where the draft DCPDD could be further strengthened to ensure the precinct's transport and land-use objectives are fully realised.

Our recommendations

Recommendation 1: Relocate the proposed bus stops closer to the core of the residential precinct

The indicative public transport network shown in the DCPDD places the proposed local bus stops on the secondary access road off McCulloch Street (Park Terrace West). While this serves the western portion of the site, PTCBR recommends relocating or adding stops further towards the precinct core, preferably along Entrance Avenue, as illustrated in [Figure 1](#).

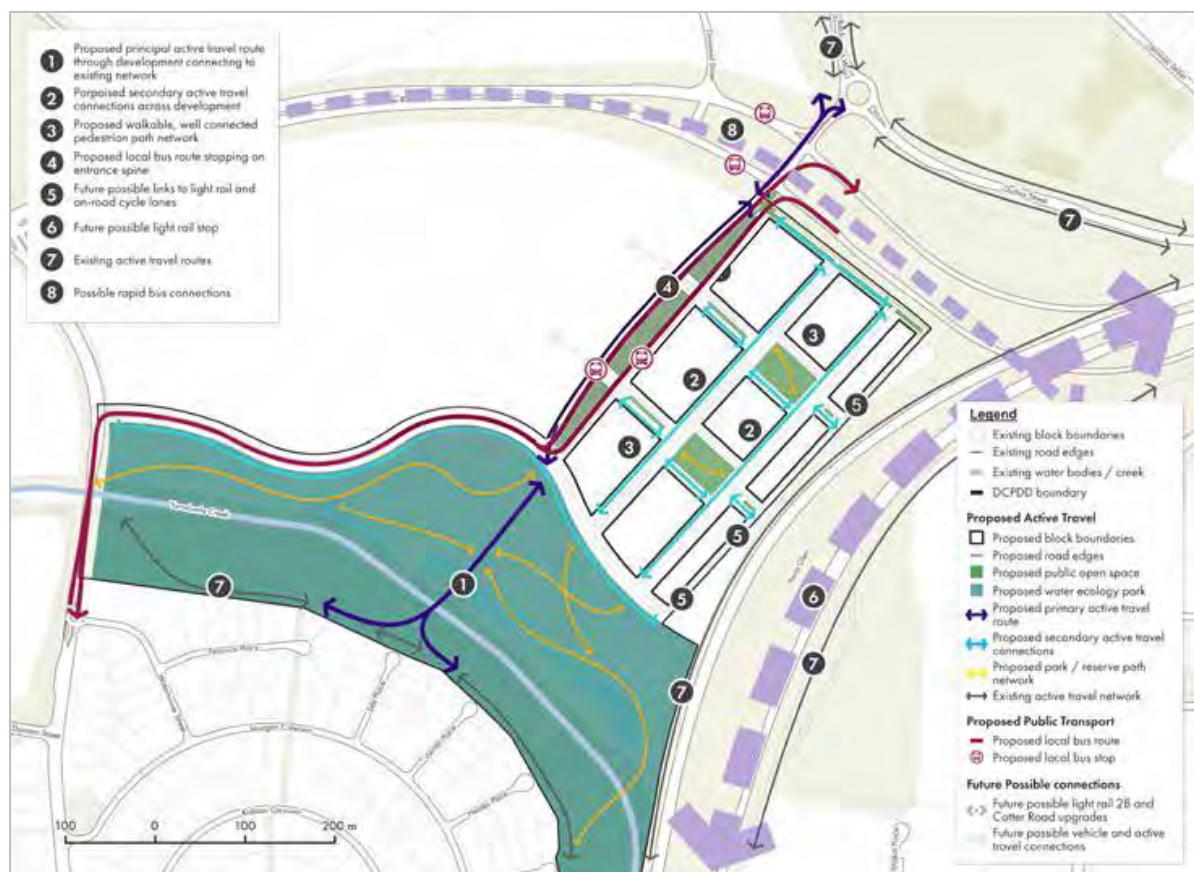


Figure 1: Alternative location for the proposed local bus stops.

Moving these stops closer to the residential precinct would significantly reduce walking distances for the highest concentration of residents, making bus travel a more competitive alternative to private car use.

Recommendation 2: Explicitly prioritise access to the proposed light rail stop

The DCPDD identifies a possible future LRS2B stop near the Mint, opposite the residential area. PTCBR recommends that the final conditions explicitly require all site layout and pedestrian infrastructure including signage, to be optimised for direct, legible access to this specific stop. Orienting development towards the precinct's south-eastern edge will also ensure the greatest number of residents can live within a short walking distance of high-frequency public transport.

Recommendation 3: Maintain and rigorously enforce “car-light” parking maximums

PTCBR strongly supports the move away from minimum parking requirements toward a “car-light” model with a maximum residential parking rate of one space per dwelling. This approach is essential to reduce car dependency and encourage the uptake of public and active transport.

We further endorse the mandated provision of secure bicycle parking at a rate of one space per dwelling, plus visitor parking, to support the “last mile” of public transport journeys.

Recommendation 4: Resist pressure to dilute transport-oriented planning controls

The DCPDD contains ambitious provisions for density, reduced parking and pedestrian-priority streets that are vital for the long-term success of the precinct. We anticipate these transport-oriented principles may face public pressure to be watered down in favour of car-centric suburban planning.

PTCBR urges the National Capital Authority to resist this short-term thinking and maintain the current settings. Weakening these controls would compromise the objective of creating a sustainable, well-connected community along this main approach route.

How to contact us

PTCBR is eager to discuss the draft DCPDD further with the National Capital Authority. Our contact for this submission is Ryan Hemsley, who can be contacted at submissions@ptcbr.org.

Submission 46

Submission in Support of the Planning, Design and Development of North Curtin

Submission to the National Capital Authority

Richard and Sarah Illy, Curtin residents

We welcome the opportunity to provide feedback on the National Capital Authority's Draft Detailed Conditions of Planning, Design and Development for the North Curtin Residential Area.

As residents whose home fronts onto the proposed development area, we have a direct and long-standing connection to this site. We support the proposal and the vision to create a well-designed, sustainable and connected residential precinct in North Curtin.

A responsible approach to growth in a strategic location

North Curtin represents a logical and responsible location for accommodating Canberra's growth. It is close to employment centres, well served by existing infrastructure corridors, and within easy reach of Woden Town Centre and major transport routes.

From our perspectives as nearby residents, this proposal makes far more sense than continued greenfield expansion on the ACT's fringe. It provides an opportunity to make better use of land that is already integrated into Canberra's urban footprint, while strengthening connections within the Woden Valley.

Whilst we appreciate that reducing the North Curtin residential population target would limit the viability of local services, weaken the prospects for independent retail and hospitality, and diminish the opportunity to create a genuinely vibrant public realm, we support the current proposal to cap building heights at eight storeys. Ideally, if the same overall density could be achieved by increasing some of the proposed four- or five-storey buildings to six storeys, and thereby allowing a reduction in the number of eight-storey buildings, this would be preferable from the perspective of achieving a more sympathetic and context-sensitive development outcome.

A precinct that contributes to the broader community

We strongly support the intention to plan North Curtin as a genuine mixed-use precinct rather than a standalone housing estate.

If done well, this development will not only accommodate new residents but also improve amenity for those of us who already live in Curtin. Thoughtfully designed public spaces, local services, and walkable connections can enhance day-to-day life and create a more vibrant and connected neighbourhood.

Achieving this outcome will depend on maintaining sufficient density to support local businesses, services and public life. A critical mass of residents is essential to sustain the cafes, small retail and community activity that make places feel safe, active and welcoming.

The importance of independent retail and hospitality

An important part of creating that vibrancy is ensuring that space is deliberately designed for **independent retail and hospitality**.

Curtin provides a clear example of how transformative this can be. Curtin Square, with businesses such as *Two Blind Mice* and *Cafe 29*, has become a genuine local destination. These venues have reshaped the centre of Curtin, drawing people in, creating activity throughout the day and evening, and strengthening community life.

However, their popularity underscores a critical issue: these venues, and the surrounding amenities, particularly parking facilities, are already operating at capacity. The success of Curtin Square clearly demonstrates the demand for high-quality, locally focused hospitality, but it also makes one thing evident: existing infrastructure cannot accommodate the needs of a substantially larger population on its own.

For North Curtin to succeed and thrive, it must include its own dedicated spaces for **small-scale hospitality** (such as local cafés and wine bars rather than franchise outlets) and **independent retail** (a supermarkets, butchers, bakery). These offerings are essential not only to serve future residents but also to attract visitors from across the Woden Valley and beyond. This is not an optional extra. It is a fundamental building block of a successful precinct. Without it, there is a real risk the development could feel purely residential rather than becoming a lively, appealing destination.

Lived experience of Yarralumla Creek

Having lived alongside this site, we have seen firsthand how Yarralumla Creek behaves during heavy rainfall events. The creek does flood, and the surrounding land already functions as part of a broader natural drainage system.

As regular users of the cycling path and dog walking trail adjacent to the creek, we are also very conscious of the value this corridor already provides for recreation and wellbeing. We are therefore delighted to see that the proposal maintains substantial green space on either

side of Yarralumla Creek. This is critically important not only for environmental outcomes, but also for **active transport, community use and everyday enjoyment of the landscape**.

For these reasons, we strongly support the naturalisation of Yarralumla Creek as part of the development.

A naturalised creek corridor offers multiple benefits:

- improved flood management and resilience
- better ecological outcomes through habitat restoration
- enhanced open space and recreational opportunities for the community
- support for active transport through well-integrated paths and trails
- a more attractive and liveable environment overall

Design responses that work with the landscape, rather than against it, are critical in this location. Our lived experience of local flooding reinforces the importance of taking a long-term, nature-based approach to water management.

The importance of transport connections

To ensure the long-term success of North Curtin, we encourage the National Capital Authority, along with the ACT Government Minister for Planning, to support improved transport integration as part of the broader planning framework for the Southern Gateway design.

In particular, we support:

- **A southbound link road** from Cotter Road at Dudley Street connecting to Adelaide Avenue, improving network connectivity and enabling more effective traffic distribution across the precinct—particularly for movements to Canberra’s south and as the Molonglo Valley and Woden Valley populations continues to grow.
- **A northbound off-ramp** from Yarra Glen into the south-east corner of the development (near the proposed retail frontage) providing direct, efficient access from Woden and the southern districts. It will significantly reduce the current rat-running along McCulloch Street by vehicles using this local route to enter and exit Yarra Glen—an issue that will escalate sharply once the North Curtin development is established.
- **Provision for a future light rail stop in North Curtin**, recognising the scale of the proposed residential population and the site’s proximity to an existing high-capacity transport corridor

These connections will be essential to ensuring that the precinct is well integrated, accessible and able to support sustainable travel choices. Planning for them now, and taking a more holistic master plan approach to development, will avoid the need for costly retrofitting later.

Conclusion

Living directly adjacent to the proposed development, we see both the challenges and the opportunities this site presents. Handled well, North Curtin can become a high-quality urban precinct that:

- responds appropriately to natural conditions, including flooding
- enhances the local environment through creek naturalisation
- preserves and activates green space for recreation and active transport
- supports independent retail, cafes and hospitality that create a destination
- improves amenity for existing residents
- delivers strong transport connections, including future light rail access
- contributes positively to the broader Woden Valley community

We support the proposal and encourage the National Capital Authority to maintain its overall vision, while continuing to prioritise thoughtful design, environmental resilience and integrated transport planning.

Kind regards,

Richard and Sarah Illy

Submission 47

Good evening,

I have read the DCPDD for the North Curtin Residential area proposal.

The National Capital Authority has asked for input to the DCPDD before 10 June.

However, following discussions with NCA staff, I understand that traffic modelling and school planning will be conducted by the ACT government and either have not taken place yet or have taken place but have not been reported and made available to the public yet.

It is inconceivable to me that residents are being asked to comment on this proposal before this information is available.

As a resident of Curtin, I am familiar with the capacity of the existing Primary School, the existing roads, the existing public transport networks and the existing shops.

My son attends Curtin Primary, I commute daily to the city by bus, and we visit Curtin shops daily.

I can assure you that these facilities are not able to absorb the activity of an additional 50% of residents without significant changes.

For example, existing rapid bus links from the south have their last stop before the city in Phillip, around 3km from the North Curtin Site. The light rail stop is also not walkable by older people, at 1-1.5km. Curtin Primary School is also at or close to capacity in existing classrooms.

Before any residential proposal is approved, it is clear and logical that studies on, and planning for additional facilities to support an additional 2,200 people must be carried out and made available to residents wanting to comment on the proposal.

The DCPDD represents a massive change to the population of Curtin and is not a decision that should be taken lightly or without meaningful consultation. I reiterate that proper consultation has not taken place as residents have not been provided with enough information about the plan to consider the likely outcome. The diagrams of tree heights and lighting concepts in the DCPDD are well and good, but if there is no plan for where the children of a thousand new families will attend school, then the plan is not advanced enough for meaningful consultation.

Kind regards,

Submission 48

Submission to the National Capital Authority

Draft North Curtin Residential Area – Detailed Conditions of Planning, Design and Development (DCPDD)

Consultation Period: 15 April – 10 June 2026

Submitted to:
Chief Planner
National Capital Authority

1. Introduction

I am the owner of 5 Peacock Place, Curtin, adjacent to the proposed North Curtin Residential Area. As a neighbouring landowner, I have a direct interest in the outcomes of this planning process and welcome the opportunity to comment on the draft DCPDD.

Having reviewed the draft DCPDD, the Explanatory Document and supporting consultation materials, I wish to express my strong support for the proposal while identifying several matters that I believe should be strengthened in the final document.

2. Strong Support for the Development

I strongly support the North Curtin Residential Area and its overall planning vision.

Canberra faces significant housing supply pressures, and well-located land close to employment centres and future public transport should be developed at appropriate density. The draft DCPDD presents a thoughtful framework that balances housing delivery with environmental protection, public open space and active travel outcomes.

In particular, I support:

- Delivery of the Water Ecology Park as major early infrastructure;
- A walkable, cycle-friendly and lower-speed street network;
- Provision of local shops and community facilities;
- Elevated residential density in an appropriate location.

My submission is intended to strengthen the proposal rather than oppose it.

3. Light Rail, Density and Parking

I support the long-term aspiration for a future Light Rail Stage 2B stop near the Royal Australian Mint.

However, the current DCPDD appears to assume the benefits of a future Mint stop without any commitment that the stop will be delivered. While the draft identifies a possible future stop location, the current planning process does not include a confirmed stop serving the North Curtin precinct.

This creates a fundamental planning inconsistency. The proposed density, parking limits and car-light design approach are appropriate for a precinct with high-capacity public transport within walking distance. They are much harder to justify if residents must rely primarily on buses and private vehicles for the foreseeable future.

Planning controls should be based on infrastructure that is committed, not infrastructure that may be delivered at an unknown future date.

I therefore request that the final DCPDD adopt one of two clear approaches:

Option A – Transit-Oriented Development Conditional on a Mint Stop

Retain the proposed density and parking framework, but explicitly condition these settings on the delivery of a Light Rail Stage 2B stop near Royal Australian Mint

Option B – Plan on the Basis of Existing Committed Infrastructure

If a Mint stop cannot be confirmed, the DCPDD should be revised to reflect the reality that the precinct will remain largely car-dependent for the foreseeable future. This would require reconsideration of residential density, parking provision and transport assumptions to ensure they align with available infrastructure.

In either case, the DCPDD should require direct pedestrian and cycling connections to the Yarra Glen corridor so that the precinct is ready to benefit from any future light rail investment.

4. Flood Management and Existing Curtin Properties

I strongly support the Water Ecology Park and believe it will be one of the most valuable elements of the project.

However, the draft DCPDD does not clearly address potential impacts on existing Curtin properties adjacent to Yarralumla Creek.

I request that the final DCPDD require:

- Flood modelling that assesses impacts on existing Curtin properties, not only the new development area;
- Comparison of pre-development and post-development flood behaviour for major flood events;
- Assessment of flood extent, velocity and duration, not simply flood levels;
- Public communication of flood modelling outcomes to adjacent landowners;

Providing this assurance will build confidence within the existing community and reduce future disputes.

5. Connections with Existing Curtin

The Water Ecology Park and active travel network should serve both future residents and the existing Curtin community.

I request that the DCPDD explicitly require:

- Multiple pedestrian and cycling connections between the new precinct and existing Curtin streets;
- Accessible shared paths that can be reached from both sides of the creek corridor; and
- Park design that recognises both the new precinct and existing Curtin as primary user groups.

The proposed park should function as a connector between communities rather than a boundary.

6. Precinct-Level Traffic Planning

I am concerned that both the draft DCPDD and the consultation sessions appear to suggest that traffic management issues can be addressed at a later stage through individual development applications or works approvals.

Traffic generation, network capacity, intersection performance and required transport infrastructure are fundamentally precinct-scale planning matters. They should be assessed and addressed before development proceeds, rather than being left to individual developers whose projects represent only a portion of the overall precinct and who have limited ability to deliver broader network solutions.

I therefore request that the final DCPDD require a comprehensive precinct-wide traffic study and transport strategy before development commences. This work should assess the cumulative impact of the full North Curtin development on surrounding streets, including Cotter Road, McCulloch Street and the other near-by road networks, and identify any

infrastructure upgrades, traffic management measures or intersection improvements required to support the development.

Any necessary transport infrastructure should be identified and committed at the precinct planning stage, with clear responsibility for funding and delivery. It is neither efficient nor equitable to defer these matters to future developers after the overall planning framework has already been established.

The experience of recent developments in the surrounding area, including Amberfield, demonstrates the risks of relying on later development stages to resolve strategic transport issues. Once development approvals are granted, opportunities to implement coordinated network-wide solutions become significantly more limited, often leaving surrounding communities to bear the consequences of inadequate early planning.

For this reason, traffic assessment and mitigation should be treated as a core precinct-design responsibility rather than a matter to be addressed incrementally through individual development proposals.

7. Construction Management and Delivery Sequencing

Construction Management

Prior to works commencing, a Construction Management Plan should be prepared and communicated to nearby residents. The plan should address construction traffic, working hours, dust management, noise impacts and access arrangements.

Deliver the Park First

I strongly support the proposal to deliver the Water Ecology Park as early infrastructure and request that this commitment be formalised within the DCPDD.

The Water Ecology Park is the defining public asset of the precinct and should not be treated as a future stage dependent on residential development. It should be substantially completed and publicly accessible before major residential construction commences.

This sequencing would ensure environmental, recreational and stormwater benefits are delivered from the outset and would help build community confidence in the project.

8. Summary of Key Requests

1. Do not base density and parking assumptions on an uncommitted future Mint light rail stop.
2. Either condition the current transit-oriented development model on delivery of the stop, or revise density and parking assumptions to reflect existing committed transport infrastructure.

3. Require direct active travel connections to the Yarra Glen corridor.
 4. Require flood modelling that assesses impacts on existing Curtin properties.
 5. Require public communication of flood modelling outcomes.
 6. Ensure the project does not increase flood risk to existing Curtin.
 7. Require strong physical connections between the new precinct and existing Curtin.
 8. Require a precinct-wide traffic study and transport strategy before development proceeds.
 9. Identify and commit any required transport infrastructure at the precinct planning stage rather than deferring responsibility to future developers.
 10. Formalise delivery of the Water Ecology Park before major residential construction begins.
-

9. Conclusion

The North Curtin Residential Area has the potential to become an exemplary urban precinct that combines housing supply, environmental restoration and high-quality public space.

I strongly support the proposal and believe the matters raised above will strengthen its integration with the existing Curtin community while improving long-term outcomes for future residents.

The recommendations in this submission do not challenge the overall direction of the development. Rather, they seek to ensure that key assumptions relating to transport, flooding, traffic management and community integration are resolved at the appropriate planning stage and supported by clear commitments.

Thank you for considering this submission.

Yours sincerely,

Submission 49

Good morning,

Thank you for inviting public comment to the North Curtin Development proposal. I would like to express three key points for consideration as part of the project planning.

1. Traffic Impact study. That planning for increased vehicle traffic from Yarra Glen road to Cotter Road via Carruthurs and McCulloch Streets be investigated. There currently exists heavy throughput traffic in Curtin at multiple times during the day between Cotter Road and Yarra Glen. Is consideration being given for a road direct between Yarra Glen and Cotter Road that circumvents Curtin?

2. Local facilities impact. What planned impact will an increase in suburb population, potentially up to 2500 people, have on the existing infrastructure - roads, schools, shops, parking? Especially noting a local population growth through other planned residential projects around Curtin shops. How will this be offset?

3. Noting that Yarralumla Creek is to be maintained as a known flood zone, I trust that minimal landscaping, and therefore cost, is being planned. Given the cost pressures of projects in general, expensive landscaping in an area that is already enjoyed for its existing natural appearance could be deemed inappropriate.

Thank you.

Regards

Dave Heatley

Submission 51

Draft North Curtin Residential Area Detailed Conditions of Planning, Design and Development (DCPDD)

As a long-time resident of Curtin I would like to express my views in the following submission for the above DCPDD.

Submission

The new development of approximately 1200 dwellings on the eastern part of the North Curtin horse paddocks will further affect the current residents in Curtin. We are still feeling the effects of the traffic flow through Curtin from the Denham Prospect and Coombs areas (Molonglo Valley) towards Woden and beyond. The infrastructure for this traffic flow was not updated at that time from those new suburbs before they were built. It was assumed that status quo would work.

Most of the new buildings proposed in the North Curtin horse paddocks are to be medium height, at 6 or 8 storeys. The area would house 2,500 to 3,000 people, which is about 50% increase in the number of people in Curtin (the 2021 Census showed 5,569 people).

Some issues about this new development are:

- transport for the new residents and their impact on other users;
- the opportunity (and definitely the need) for shops and social facilities in the new precinct;
- more traffic on McCulloch St and Cotter Rd (with no connection to or from Yarra Glen);
- and dense building on green spaces.

Before rushing into building the housing in the North Curtin horse paddocks and then provide the services later – what would it take to do this project well to start with. That is, conduct the environmental review first, then build the infrastructure and then the housing.

New suburb

This development must be planned like a new suburb (as this is effectively what it is), complete with necessary social infrastructure such as child care, shops and adequate transport connections. For context, Deakin has 3,124 residents and Yarralumla has 3,120 (2021 census).

Public transport

With a distance of 1 to 1.5 km to the proposed light rail stop in Carruthers Street, and no clear path to the Kent St stop, estimates of light rail usage need to be realistic and consider alternatives (such as Bus stops), including the likely demand for cars and parking for future residents and visitors.

Road access

With access only by the already busy McCulloch Street (and this should be a left turn only when exiting from this new estate from the Horse Paddock dirt road) and Cotter Road there will be further increased stress on both McCulloch Street and Cotter Road. How will this be managed?

It is noted, on the DCPDD plan, that Dudley St is suggested to be the exit from this new estate. I assume there would be traffic lights installed at this point so traffic could go left, right or straight ahead. The new traffic lights will then create havoc and traffic backup on the current off ramp from Adelaide Ave. I would have thought modifying the existing traffic lights at the Lady Denham Drive and Cotter Rd intersection would have been a better and cheaper alternative.

Continuing with Road access for road users to turn south towards Woden. Why is there no mention of an off ramp from Yarra Glen (northbound) to Cotter Road and also an on ramp to Yarra Glen (southbound) from Cotter Road.

A full traffic study is needed before the DCPDD is completed. The long-considered 'Mint Interchange', which would enable Cotter Road users to turn towards or from Woden on Yarra Glen, should be completed before this development proceeds. This would also reduce the traffic through Curtin via McCulloch Street.

Community expectations

An ACT Government survey showed that 85% of respondents wanted buildings of 4 storeys or less on this site, which would be more consistent with the garden city envisioned in the National Capital Plan. These expectations should be given greater weight in the proposal.

Environmental impact

Noting that North Curtin horse paddocks has high biodiversity including vulnerable species such as the Golden Sun Moth and the Superb Parrot, a full environmental impact assessment must be carried out before the DCPDD is finalised.

Rain events

The DCPDD must make it clear how the new water ecology park would deal with high-intensity rain events, considering recent flooding of Yarralumla Creek and the expected impacts of climate change. Also a number of mature trees are currently being felled along the creek (some are outside of the boundary of the new water ecology park) which will further disturb the soil impact in the case of a flood.

If you need any further information then my details are:

Gai Webster

Submission 52

We are residents of Curtin and wish to comment on the proposal for the development of housing and amenities in North Curtin.

We realise the need for more housing in our area but believe this should be 'in moderation', avoiding excessive high-rise buildings and density. We think the proposed housing blocks should be no more than 4 stories rather than the proposed 6 to 8 stories.

We also are concerned about road access to this area, particularly as we have already experienced increasing difficulty when travelling on McCulloch Street and Cotter Road during busy traffic periods. The proposal needs to ensure there is safe access, probably with traffic lights, to both of those routes.

While the proposal does include space for some commercial activity, it is likely the residents will need good access to shops in Curtin, Deakin, Yarralumla and Woden, so this also needs to be considered regarding road access. This also applies to schools for the children in the new development.

For these reasons, consideration should be given to building the Cotter Road-Yarra Glen interchange before the development proceeds.

Thank you for considering our comments.

Paul and Betty Meyer

Submission 53

Submission re DCPDD for the Development of North Curtin Residential Area

1. We strongly believe that the proposed development must be viewed as a **new suburb** complete with the necessary social infrastructure such as schools, child care, shops and transport connections. Local facilities in the area within walking distance are critical, especially if restrictions on resident car parking (see page 33 of the draft DCPDD) are to be maintained and there is no closer light rail or rapid bus stop.
2. With regard to **transport**, with a distance of 1 to 1.5 kilometres to the proposed light rail stop in Carruthers St, estimates of future light rail use need to be realistic. It is likely that future residents will own cars and use them, so appropriate parking spaces will need to be made available.
We also think that a **full traffic study** needs to be completed before the DCPDD is complete.
The long considered 'Mint Interchange' should be completed before the development proceeds.
3. **Liveability for all Curtin residents** must be the overall focus, not maximising development yield (see page 39 of the draft DCPDD).
Another concern is that building above 4 storeys could expose residents to urban heat.
In fact, an ACT Government survey showed that 85% of respondents wanted buildings of **4 storeys or fewer** on this site. This would be more consistent with the garden city envisioned in the National Capital Plan. This is really important as we live with hotter summers.
More weight needs to be given to these concerns in the proposal.
4. North Curtin has high biodiversity including vulnerable species such as the Golden Sum Moth and the Superb Parrot.
We believe a **full environmental impact assessment** must be undertaken before the DCPDD is finalised.
5. The DCPDD must make it clear how the water ecology park would deal with high intensity rain. Yarralumla Creek recently flooded and these sorts of events are likely to occur more often with climate change.

Jan Hutchison and Roger Hodgkins

Submission 54

Hi.

We're concerned about traffic congestion along McCulloch St between Dunstan St, the small roundabout, across a bridge, then the proposed access to the new development, and then onto the connection with Cotter Road. Too much happening in a short length of road.

The eight storey height is way too high. I think a maximum height of 4 or 6 storeys would be more appropriate for this relatively small development.

Rain and any consequential flooding is a major concern for any development in this part of Curtin.

Public transport access is dependent on future transport planning.

Without co-ordination the development will be just another isolated high rise ghetto.

Regards.

Submission 55

Pedal Power ACT Submission on the Draft Detailed Conditions of Planning, Design and Development for North Curtin Residential Area

10 June 2026

Executive Summary

This in-fill development with higher-than-average density, close to employment and service centres, is well suited to utilise active travel. Pedal Power welcomes the requirements to 'prioritise pedestrian and cyclist movement', the integration with the city-wide network, and logical wayfinding. Pedal Power makes suggestions for further improvements to path connections and bike parking. Pedal Power also welcomes the amenity provided by the proposed water ecology park. A summary of suggestions is at the end.

Active Travel

The emphasis on active travel is a very positive move. The higher-than-average population density, the proximity to services and population centres, and the emergence of e-bikes, means conditions are ripe for promoting walking and cycling. People living in this centrally located suburb will have opportunities to use bikes to substitute for short (less than 5 km) trips by motor vehicles, e.g. to the Curtin Group Centre and the Woden town centre. More confident riders will be able to use the bike lane on Yarra Glen and Adelaide Ave to connect to Civic and Parliamentary Triangle/Barton. In the long run, this route will be safer and more convenient by the construction of the Woden to Civic bikeway along the western side of the Yarra Glen corridor.

The proposed paths through the water park will provide pleasant recreation routes for people to enjoy. The bridges over the wetlands will link the suburb to existing Curtin paths, and the broader path network well beyond North Curtin.

Link to Yarra Glen corridor and the future Woden to Civic Bikeway

Note 5 on the active travel map on p35 says, 'Future possible links to light rail and on-road cycle lanes'. This wording should be tightened by deleting the words 'future possible'. The on-road bike lanes already exist so access paths between the development and Yarra Glen should be part of the layout from the beginning, and should be drawn into the active travel map.

The map should also refer to the proposal for a Woden to Civic Bikeway next to the residential zone. This will be a two-way separated bikeway in the Yarra Glen/Adelaide Ave corridor. Pedal Power is advocating for the Bikeway planning and construction to proceed independently of the light rail project.

It is pleasing that no vehicle access into the residential zone will be permitted from Yarra Glen thereby avoiding a conflict by crossing the current bike lane and the future Woden to Civic Bikeway.

The map on p35 should show separated shared paths along the access roads into the residential zone from McCulloch St and Cotter Rd.

No new road around the north-east side of Curtin

Pedal Power welcomes the absence in the drawings to any new road around the north-east side of Curtin. Such a road was proposed by the ACT Government some years ago as part of a densification plan for Curtin. The proposal was universally condemned as unnecessary and an intrusion of vehicles into what is now a vehicle-free green belt. We urge the NCA to explicitly exclude the possibility of such a road.

Standard of active travel infrastructure

It is pleasing to see the following conditions:

- on p19, accessible pathways built to AS1428 or 'best practice' (reference to the ACT MIS05 standards could be added);
- the p10, a walkable street grid, designed for a slow speed environment that prioritises pedestrians and cyclists;
- on p10, comprehensive active travel connections; and
- on p35, the installation of at-grade street crossings to ensure priority for path users.

The reference on p35 to minimum path widths should make specific mention of the need for paths to exceed these minimums in the busy sections.

Building setbacks

The setback conditions on p34 make no mention of high rise residential and commercial buildings. Experience has shown that standard building setbacks in parts of Canberra are often inadequate to meet modern needs and to provide good site lines at corners. The demand for space on our footpaths is increasing: e-mobility vehicles of all types are more popular and take up space, street furniture, al fresco dining and landscaping all need to be provided for.

P26 shows a building setback of 5.5m from the kerb in an illustration of an active frontage. Other illustrations show a path width in retail zones of only 3m to 3.5m. Specific mention should be made for deeper setbacks in streets expected to carry heavy pedestrian and cycling traffic such as streets in retail/commercial zones and those designed to cater for cafes and restaurants as well as corner blocks.

Bike parking and secure storage

P33 refers to secure bike parking to be 1 per dwelling and 1 visitor per 10 dwellings. This note should be extended to say that secure bike parking should be provided by way of lockable storage rooms and not resident's storage cages which are often too small for bikes. And the storage rooms to be close to entrances and separated from car parking. We note that end-of-trip facilities (change rooms and showers) are to be provided in commercial buildings over 1,000m GFA.

The Draft provides at p33 for one car park per dwelling. The Questions and Answers document say at p9 that 'reduced car dependency.... is encouraged'. This point should be added to the development provisions at p33. The corollary is that increased bike storage/parking should be encouraged. We suggest that p33 be amended to read 'While the standard provision is for 1 car park per dwelling, under-providing car parking and over-providing bike parking will be encouraged'.

The planning conditions should also specify the need for adequate short stay bike racks at street level for buildings attracting short stay visitors. This could be achieved by converting occasional car parking spaces to bike parking or utilising safe footpath locations.

Water ecology park

The water park proposed as part of the residential development is an admirable idea. The Woden community has long advocated for the naturalising of the Yarralumla Creek corridor because of the environmental benefits and the amenity to the community. There has never been a specific government proposal of this nature until its inclusion in the Draft. We urge the NCA to retain the water park proposal, to be delivered by the ACT Government, as part of early enabling works for the residential zone. The water park will need to be carefully planned to cope with storm floods including by constructing upstream works.

Indicative Land Use and Street Layout

The two town parks should be merged into one town park to ensure there is one vital centre for community activities and retail. The active retail frontages should be concentrated on this centre rather than facing Yarra Glen. Additional active frontages could be located along the southern boundary facing the water ecology park.

Summary of suggestions

- Amend note 5 on the active travel map on p35 to delete the words 'future possible' when referring to links to Yarra Glen bike lane;
- Add to the map on p35 reference to the proposed Woden to Civic Bikeway to be constructed next to the residential zone as a two-way separated bikeway in the Yarra Glen/Adelaide Ave corridor;
- The map on p35 to show separated shared paths along the access roads into the residential zone from McCulloch St and Cotter Rd;
- Specify no new road is to be built around the north-east side of Curtin as previously proposed by the ACT Government;
- Path widths on p35 to provide for paths to exceed minimums in the busy sections;
- P35 to include generous setback provisions for commercial and higher rise residential buildings and deeper setbacks for the busier streets, e.g. those designed for cafes and restaurants, as well as corner blocks;
- secure bike parking at p33 to be provided by way of lockable storage rooms (not resident's storage cages), close to building entrances, and separated from car parking;

- Add to p33 that, while the standard car parking provision is for one car park per dwelling, under-providing car parking and over-providing bike parking, will be encouraged; and
- Specify at p33 the need for adequate short stay bike racks at street level for buildings attracting short stay visitors.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cecily Michaels', with a long horizontal flourish extending to the right.

Cecily Michaels

Executive Director | Pedal Power ACT



National Capital Authority
Treasury Building
King Edward Terrace
PARKS ACT 2600

By email: dcp@nca.gov.au

10 June 2026

Dear National Capital Authority

Submission on the Draft North Curtin Residential Area

The Woden Valley Community Council (WVCC) welcomes the opportunity to comment on the **Draft North Curtin Residential Area**.

At the outset, we acknowledge the need for additional housing in Canberra and recognise the important role that infill development will play in addressing housing demand. The Woden Valley is well placed to accommodate growth, and we welcome the opportunity for more people to live in this attractive and centrally located part of Canberra.

However, the success of any new community depends not only on the provision of housing, but also on the timely delivery of the infrastructure, services and amenities needed to support it. The Government must ensure that growth does not dilute existing services or place unreasonable pressure on surrounding suburbs. Roads, public transport, shops, recreational facilities, environmental assets, health services and educational facilities must all be planned in tandem with population growth.

The proposed North Curtin development is not a minor infill project. At approximately 1,300 dwellings, it is effectively the size of a small suburb and should be planned as such, with its own services, facilities and community infrastructure.

A Complete Community Requires Local Shops and Services

North Curtin must have its own commercial centre and community facilities from the outset.

The ACT Government's experience in the Molonglo Valley demonstrates the consequences of building housing before delivering shops, services and recreational facilities. This approach has imposed significant inconvenience on residents, generated community frustration, and increased car dependence during the formative years of new suburbs.

A development of approximately 1,300 dwellings will accommodate a population comparable to that of an established suburb such as Lyons. Residents should not be expected to rely entirely on neighbouring centres such as Curtin Shops and Yarralumla Shops to meet their daily needs.

Providing local shops is important not only to protect existing centres from additional pressure, but also to create a high-quality and liveable community for new residents. One of the stated objectives of the development is to reduce car dependence. That objective cannot be achieved if residents must drive elsewhere for basic goods and services.

The planning framework should therefore include:

- A local shopping precinct delivered early in the development's life.
- A supermarket or grocery store capable of serving day-to-day needs.
- Café and hospitality spaces.
- A restaurant and bar that can contribute to an evening economy and social life.
- Community and service-oriented commercial uses.

Importantly, commercial activity should be actively encouraged through planning and development settings. Experience shows that simply zoning land for commercial purposes is often insufficient. Without deliberate support and incentives, local commercial centres may be delayed or fail to establish altogether.

Traffic and Road Network Planning Must Be Addressed Before Development Proceeds

The road network servicing North Curtin requires significantly more consideration.

The current proposal appears to rely primarily on access via McCulloch Street and a second connection onto Cotter Road. Given the scale of the development, this approach appears short-sighted and does not adequately account for the impact on surrounding streets.

McCulloch Street already carries substantial traffic volumes and has been the subject of traffic management measures over many years, including restrictions on heavy vehicles, traffic calming devices and roundabouts. It was designed to function as a suburban street serving surrounding residential areas, not as a major arterial route for a new suburb.

The Territory Plan also designates adjoining residential areas as RZ1, reflecting expectations of a quieter suburban environment. The increase in traffic generated by 1,300 dwellings is inconsistent with that planning intent unless substantial mitigation measures are introduced.

The current traffic investigations appear focused on measuring impacts rather than identifying solutions. The development should not proceed without a clear and comprehensive strategy addressing:

- Traffic volumes generated by the new suburb.
- Impacts on McCulloch Street and surrounding residential streets.
- Traffic movements through Curtin towards Woden.
- The capacity of intersections along Cotter Road.
- Long-term regional traffic patterns associated with growth in the area.

Particular attention should be given to the absence of a strategy to facilitate traffic movement from Cotter Road south towards Yarra Glen. Without such planning, increased traffic is likely to be diverted through Curtin and surrounding residential areas.

A development of this scale must be integrated into a broader transport network plan rather than considered in isolation.

Public Transport and Active Travel Must Be Prioritised

North Curtin must be supported by high-quality public transport from the commencement of development.

Consistent with recent planning approaches across Canberra, it is reasonable to assume that many dwellings will be delivered with lower levels of private vehicle parking. If this is the case, residents must be provided with practical alternatives to private car use.

The development should therefore be integrated into Canberra's rapid public transport network through:

- High-frequency bus services from the commencement of occupation.
- Rapid bus stops on Cotter Road providing direct connections to Civic.
- Local bus services connecting residents to Woden Town Centre and surrounding destinations.
- Consideration of extending existing services, such as Route 58, to serve the area.

Future light rail integration must also be considered. The development should include safe, direct and attractive pedestrian and cycling connections to future light rail stops. Current proposed stops at Carruthers Street and Kent Street are not sufficiently accessible for many future residents, and the development should clearly identify how residents will access higher-capacity public transport.

Active travel infrastructure also requires further attention.

The proposed connection across the creek to the Yarralumla Creek pathway is a positive initiative. However, additional active travel links are required, including:

- Continuous cycling infrastructure along Yarra Glen and Adelaide Avenue.
- Direct pedestrian and cycling connections to surrounding employment and education precincts.
- Separated commuter cycling routes rather than shared pedestrian paths.
- Safe and convenient access to future public transport nodes.

A genuinely sustainable community requires active travel infrastructure that is safe, direct and suitable for everyday commuting.

Recreational and Community Facilities Must Be Delivered Early

North Curtin should be designed as a complete and family-friendly community.

Given its location and anticipated density, recreational facilities should cater to a broad range of residents, including families, young people, older residents and apartment dwellers with limited private open space.

The development should include:

- Playgrounds and play equipment within local parks.
- Recreation spaces integrated throughout the suburb.
- Facilities that support social, cultural and arts-based activities.
- Community gathering spaces.
- Public toilets within the proposed ecology park.
- Appropriate amenities along recreational trails and pathways.

The proposed ecology park has the potential to become a significant community asset. However, it must be designed as both an environmental and recreational destination. Public facilities, seating, shade and supporting infrastructure should be incorporated into its design.

The proposed blue-green corridor and creek connections should also retain and incorporate the existing horse trail, ensuring that current recreational users are accommodated within the future landscape.

Conclusion

The Woden Valley Community Council supports the principle of additional housing in North Curtin and welcomes the opportunity to create a vibrant new community within the Woden Valley.

However, North Curtin must not become another example of housing being delivered ahead of the infrastructure required to support it. A development of approximately 1,300 dwellings is effectively the creation of a new suburb and should be planned accordingly.

To ensure the long-term success of North Curtin, the ACT Government must:

1. Deliver local shops, services and community facilities from the outset.
2. Develop a comprehensive traffic and road network strategy before construction proceeds.
3. Provide high-quality public transport and active travel connections from the beginning.
4. Deliver parks, recreation facilities and community amenities suitable for a diverse population.
5. Ensure growth is matched by investment in surrounding infrastructure and services.

If these matters are addressed appropriately, North Curtin has the potential to become a well-connected, sustainable and highly liveable addition to the Woden Valley. If you require further information regarding this submission, please address them to Nelson Tang, President, at wodenvalleycommunitycouncil@gmail.com.

Yours faithfully

Woden Valley Community Council

Submission 57

Comments on the North Curtin Development Detailed Design and Development Conditions

Overall, I support the North Curtin Development proposal but given the potentially substantially increased population I have concerns two areas of concern

- Interaction with the existing infrastructure and community services
- Managing environmental impacts.

Some of my concerns can probably not be addressed by the National Capital Authority alone and require action by the ACT Government. However, a substantial new development in the middle of established urban areas requires a comprehensive approach. Effective coordination between the NCA and the ACT government will be essential if fragmented and less than optimal development is to occur.

Impacts on existing infrastructure and community services

The one to almost two-kilometre distance to existing schools, childcare and shopping will be put pressure on roads as many people are likely to resort to cars. Access by foot or bicycle to Yarralumla is circuitous and off-road cycling to Deakin and Yarralumla is poor on the northern side of North Curtin. New linking paths are needed.

Proposed vehicle access relies on McCulloch St and Carruthers Street and Cotter Road. The potential traffic volume and noise will be detrimental to amenity within Curtin. Given the congestion that already occurs at peak times due to Curtin being used as a 'Deakin, Woden to Belconnen and Molonglo short cut, this could become increasingly problematic. Effectively requiring all North Curtin Residents to drive through Curtin or possibly Deakin to get to Woden and the southern suburbs is likely to also increase traffic in residential streets significantly. An additional direct exit off (northbound) and onto to Yarra Glen (southbound) would be desirable.

Public transport needs more consideration given that car parking will be limited. Access to the bus network to Civic would currently be possible if Weston Creek/Molonglo buses had stops on Cotter Road or a second Civic-Curtin Woden bus route re-established on Yarra Glen but via Cotter Road. The existing Curtin Bus routes would be significantly longer. North Curtin residents face a long walk to a Civic or Woden bus unless changes are made.

Congestion in streets of North Curtin also need to be considered. If residences have fewer carparks than in the past, I am not convinced that means fewer cars if Molonglo and the Inner North are an example. The cars, trucks and trailers just spill onto streets. For many people, public transport does not work well if work, school and childcare drop offs, shopping, sporting and medical and business requirements are to be achieved in a reasonable timeframe.

The light rail stops seem to be over one kilometre from North Curtin. This is unlikely to be popular on a winter evening and is at the margin for active travel by people or families with mobility issues. An additional light rail stop opposite the mint would be useful.

Works for a mint traffic interchange to Yarra Glen and light rail stop could be combined.

The nature and size of the residences, especially when commercial and residential buildings are one, suggests that residences are expected to be largely occupied by families or individuals with no children. I agree there are likely to be fewer families with larger or older families than other development styles, but it is likely that there could be quite a few primary school age and younger children. Capacity and facilities at Curtin and Yarralumla Primary Schools will need to be considered. The conceptual layout and design principles imply that the precinct could be attractive to families with small children if the open area has appropriate parks.

Environment

The North Curtin area has some endangered native grasslands and habitat; some established trees are valuable environmental and amenity assets. Yarralumla Creek is an important and potentially more important biodiversity corridor. Tree cover over Canberra, despite plans, seems to be declining.

It would be important to undertake a full environmental impact assessment before plans are finalised. Established trees, native or European, should be retained where possible. Old native trees are declining or being removed across Canberra. Although native birds may find food in the suburbs and parks, nesting hollows are becoming limited. Even in older suburbs, trees with hollows are just starting to form. Planting and retention of large growing eucalypts should be prioritised in the open areas of North Curtin.

I support the proposed Yarralumla Creek ecology park. It should minimise flood hazard from likely increasing high intensity events and reduce water quality decline. It provides the opportunity to contribute to renaturalising or regreening, in whole or part, the Yarralumla Creek Catchment from the Molonglo River to Mount Taylor and Isaacs and Wanniasa Ridges. The North Curtin reach lends itself to renaturalisation on the north and parts of the south bank. Open space in the adjoining residential area should sympathetically developed.

Ian Thompson
Curtin

Submission 58



The ACT Equestrian Association Incorporated

ABN 47 674 025 536

All correspondence to:
The Secretary, PO Box 4, Curtin ACT 2605

www.actea.asn.au

President Steve Jordan Vice President Cathy Banwell Secretary Janet Booth
Treasurer Jacqui Knobel

The National Capital Authority
Treasury Building
King Edward Terrace
Parkes, ACT 2600

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Submission Regarding the Draft North Curtin Residential Area

The ACT Equestrian Association would like to provide the following comments on the Draft North Curtin Residential Area Detailed Conditions of Planning, Design and Development. ACTEA is an incorporated community group that has represented Territory equestrians in all their endeavours for the last 56 years. Our fifteen affiliated groups include the Government Paddocks Users Group, the members of which agist their horses in the Territory's public horse paddocks.

Since 2020 the equestrian community has been well aware that the majority of the North Curtin Horse Paddocks have a destiny as a diplomatic estate. As the National Capital Authority has always said, that the land swap arrangement to achieve this outcome was to ensure a future land bank for that purpose, the equestrian community has not had any reason to believe other than that the first activity at Curtin would be the ACT Government's urban expansion on the paddocks closest to Yarra Glen.

The proposed area for the new diplomatic estate comprises Block 4 Section 106 Curtin and the western portion of Block 5 Section 121 Curtin. Block 5 Section 121 Curtin provides agistment for a number of horses (See Map 1) on a facility encompassing multiple paddocks, holding yards, a wash bay and a designated riding area.¹ The 70% of North Curtin Paddocks now belonging to the NCA has been managed by Territory Agistment under a separate contract to that covering the remaining 30% of Curtin as part of the ACT Horse Holding

¹ Page 13 Draft Amendment 95 North Curtin Diplomatic Estate and Urban Area under the *Australian Capital Territory (Planning and Land Management) Act 1988*

Paddock system. The remainder of Block 5 Section 121 Curtin, located adjacent to Yarra Glen, is to be developed by the ACT Government as North Curtin (See Map2)

The NCA has been happy to discuss these arrangements with ACTEA without committing to a specific time frame for their use of their portion of the paddocks. It has always seemed likely that the ACT Government portion of the paddocks, principally Paddock 4, would be developed well before the diplomatic estate. The current management arrangements for North Curtin, however, expire in late 2027 at the same time as the wider Government Horse Paddocks contract.

From the beginning, maps provided by both the NCA and the ACT have proven vague about exactly how much of the Paddock system will be developed as urban infrastructure but all maps indicated all of Paddocks 1 & 2, most of Paddock5 and all of the activities area would continue as a unit until needed by the NCA for diplomatic purposes.

It has been a shock to the equestrian community to be suddenly , without warning, confronted with a plan which suggests that initial works on the North Curtin site will not be urban development or a diplomatic estate but a public park which will have immediate and major impacts on the operation of the horse paddocks. In the absence of any communication from either the NCA or the ACT Government we deduce the following:

- All of Paddock 5 will now disappear under the water park, reducing the best practice rotational grazing option for the paddock system.
- Some 50% of the yard infrastructure will disappear under a road impacting on the capacity for the area to provide a safe working place for veterinarians and farriers and to simply safely confine horses for saddling, grooming and drought feeding.
- All of the exercise area between the paddocks and Yarralumla Creek will disappear under the water park leaving no place for owners to safely exercise their horses on flat ground. The paddocks, on a slope, are not appropriate for this purpose nor is such riding in resting grazing paddocks approved under the Territory Agistment management rules.
- The exercise area currently provides access to the only safe ridden egress from the horse paddocks. Riders use the concrete ramps on Yarralumla Creek just below the paddocks to access the government designated equestrian trail along the southern bank of Creek. Without this crossing the only way for North Curtin agistees to ride their horses out of the paddocks at all is directly down McCulloch Street in increasingly heavy traffic.

(See Map 3)

No one is talking to the people most immediately impacted by these changes ie the Curtin Paddock agistees and Territory Agistment.

Curtin Designated Equestrian Trail

In addition to these agistment related issues, the planned water park appears to completely eradicate the current government designated equestrian route which connects Curtin and

Illoura Horse paddocks and provides a much needed recreational route for local riders and others who float their horses to Curtin and Illoura to take advantage of this route.(See Map 4) This official trail seems to be about to disappear without any consultation with the equestrian community. The words horse and equestrian appear nowhere in document. No horse appears on any drawing illustrating the water park. A significant part of the Curtin community has become invisible. ACTEA is aware that the agistees at Illoura and Curtin, in particular, are very concerned at the prospect of losing a much loved and often used trail.

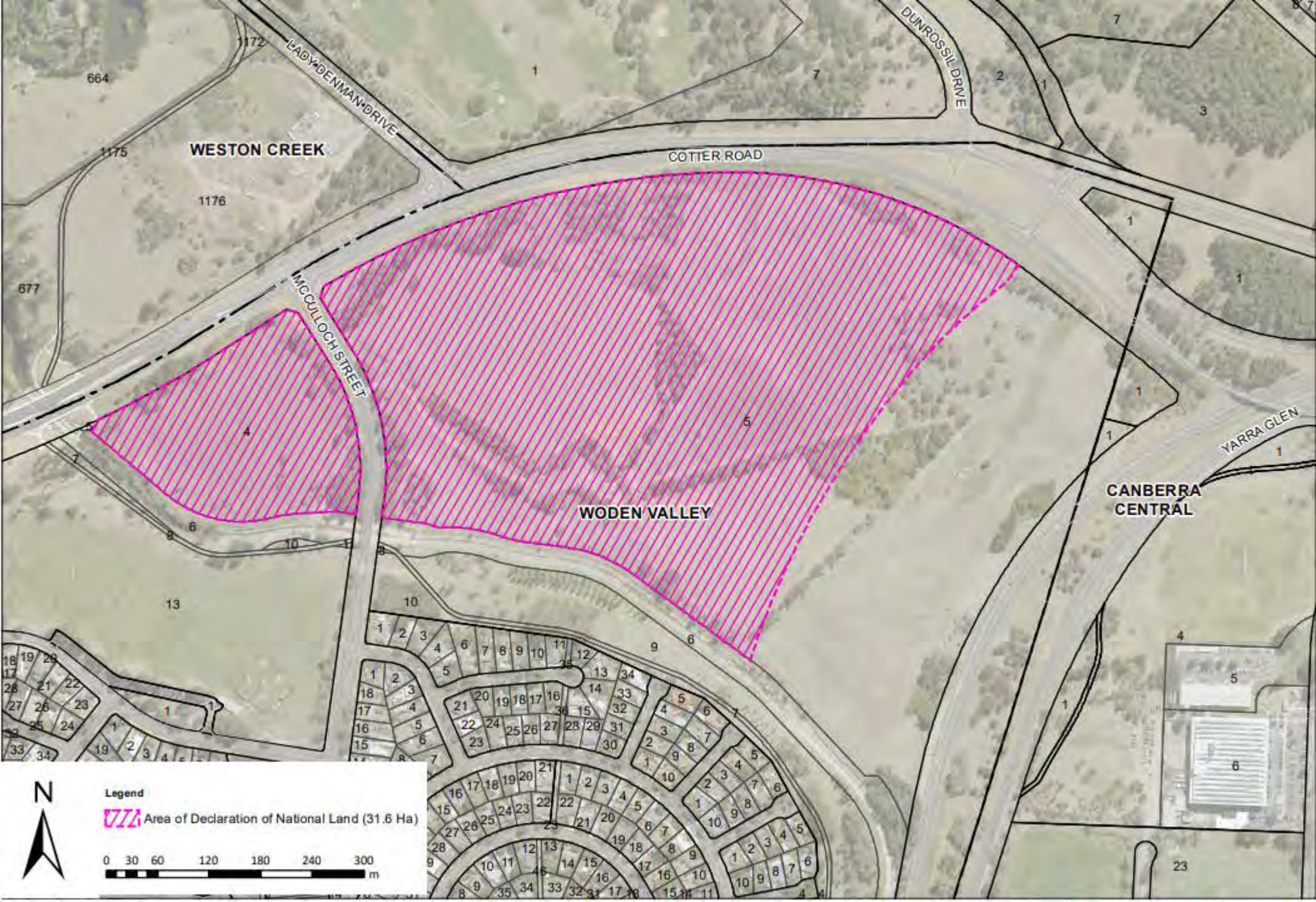
The ACT Equestrian Association wishes to register its concern at the cavalier attitude both governments seem to be taking to long term users of both the North Curtin Horse Paddocks and to the existing public riding trail and request direct consultation with the ACTEA Committee and with the agistees at North Curtin.

Yours in anticipation of such consultation.

Steve Jordan
President
ACT Equestrian Association

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10 June 2026



WESTON CREEK

COTTER ROAD

MCCULLOCH STREET

DUNROSSIL DRIVE

WODEN VALLEY

CANBERRA CENTRAL

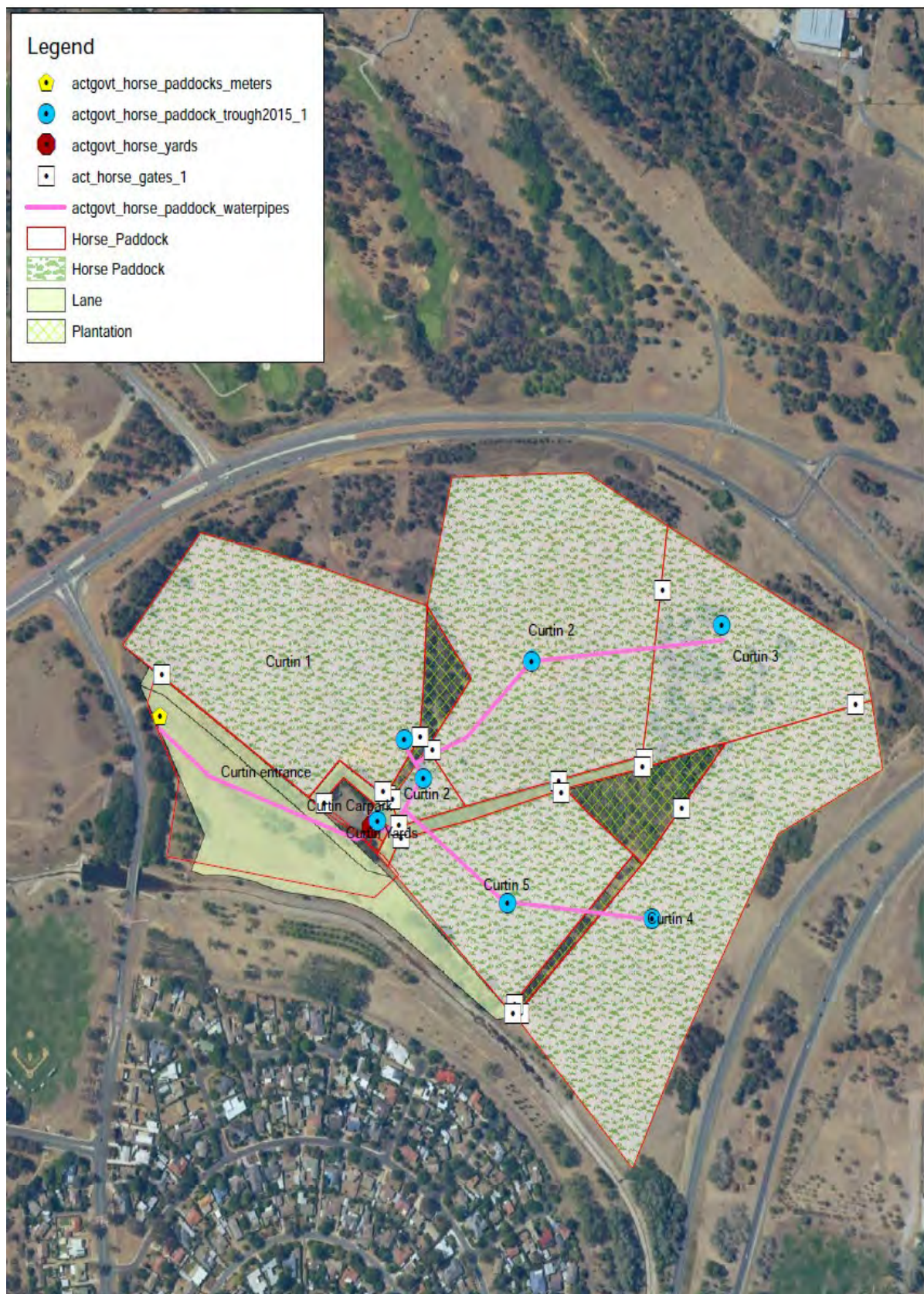
YARRA GLEN

Legend
Area of Declaration of National Land (31.6 Ha)

0 30 60 120 180 240 300 m



Doc 2 North Curtin Horse Paddocks



1

¹ ACT Government Horse Holding Paddocks map

Doc 3 Indicative plan of proposed development



1





National Capital Authority *North Curtin Draft Conditions* **A Woden for housing, young people, and our future.**

The Woden Progress Association thanks the National Capital Authority for the opportunity to comment on the Draft North Curtin Residential Area – Detailed Conditions and to voice our **support** for this project, whilst **encouraging it to go further.**

The Woden Valley, like the rest of Canberra, and Australia, finds itself in **concurrent crises of housing and transport unsuitability.** We find ourselves needing to adapt for the additional natural disasters presented by climate change. We find ourselves needing to reduce our own climate impacts via changing the ways in which we live, the transport we use, and the housing we choose to build.

Looking at Canberra's development in the next decades, **there is no better place than along the Stage 2B light rail** route to tackle multiple issues – on housing, future-focused planning, holistic public transit, and sustainability – in one hit. **North Curtin presents this opportunity. It cannot be passed up,** akin to how the NCA failed a golden opportunity to properly upzone Hume Circle earlier this year.

Having attended the project's Community Forum at the Southern Cross Club Woden on May 13th, I saw something that was unwelcome for the idea of comprehensive, diverse consultation, yet it did not shock me. **I was the youngest in the room by generations – and the views of many there made that contrast even starker.**

This submission goes into the Woden Progress Association's views on transit outcomes, retail and community yield, housing diversity and scale, as well as our recommendations for ensuring this development's strength.

Specialised aims of the development – improved transit outcomes

A key stipulation and theme of the Draft Conditions is that of improving the transit permeability of the site for those outside of motor vehicles, subject to the – in our view, inevitable – success of Light Rail Stage 2B to Woden, including connectivity to existing active transit connections along Yarralumla Creek.

Vibrant places in Canberra, such as Braddon (pictured), have only found their vibrancy from the fact that there are plenty of residents – living densely – within easy walking access of the cafés, bars, restaurants, and shops on Lonsdale Street. To curtail North Curtin to 600 homes, as the CRA is proposing, would jeopardise the success of not only the housing aspect of the development, but also the retail and community aspect of the site. **We believe that the North Curtin site cannot be failed by this level of timidity in respect to housing and vibrancy.**



Other perspectives – North Curtin Supporters' Group

"Residents need access to additional, complementary precincts where they can buy groceries, meet friends for coffee, go out for a casual meal, or access local services close to home.

These kinds of amenities do not emerge at low density. **They require a critical mass of residents to support them. Without that mass, retail and hospitality offerings remain limited, fragmented or unviable."**

This quote from another submission buttresses our belief – **that the level of retail, the level of amenity that all in this conversation, including us, demand out of this site is impossible if we do not provide the housing to ensure its certainty.**

We also believe that the North Curtin development is an opportunity for community facilities, particularly in respect to the town square and park space provided in the site. Community facilities are an excuse that's frequently used by NIMBYs to stymie housing and infrastructure development, particularly in the Woden Valley. **A strong pipeline of parks, playgrounds, halls, and other facilities is, to the views of the Woden Progress Association, paramount to ensure the success of this development in both public conversation around the approval process as well as in implementation of the development.**

Innate aims of the development – housing yield, density, and scale

The key aim – and the paramount one, in our view – of this development is the provision of medium-to-large scale housing stock on a well-located site, right next to the line of Light Rail Stage 2B. **The Woden Progress Association (WPA) strongly advocates for increasing density as a key strategy to address the housing crisis.**

The housing yield of the North Curtin site is crucial for tackling the pressing housing shortage. While current plans seem to mirror the standards set for Northbourne Avenue, the unique context of the Woden Valley necessitates a tailored approach. The North Curtin site, fronting a major road and being a greenfield development, presents an opportunity for increased height without overshadowing existing homes.

Other perspectives – North Curtin Supporters' Group

"The North Curtin site is exceptionally well suited to the proposed level of development.



It sits within an established part of Canberra, in close proximity to the Woden Town Centre, the Parliamentary Triangle and the Civic corridor. It is surrounded by existing residential suburbs and is already connected to the broader road and path network.

Importantly, it is also located along a major transport corridor, with future public transport investment planned along Adelaide Avenue."

Increasing building heights can unlock several advantages. Higher density through taller structures can house more residents, fostering a vibrant community that supports local retail and community facilities. **Efficiency of land use via utilizing vertical space efficiently aligns with the area's connectivity to future public transport investments like Light Rail Stage 2B.** Noting environmental considerations given taller buildings can reduce urban sprawl, preserving green spaces and minimising the urban footprint.

Development decisions should be guided by the local context of the Woden Valley, rather than solely relying on Northbourne Avenue standards. The site's proximity to major transport corridors and urban centres makes it ideal for higher-density development. With future public transport enhancements along Adelaide Avenue, the site is set to become a key node in Canberra's urban landscape.

To effectively address the housing crisis, leveraging opportunities for increased density at the North Curtin site is essential. By reassessing building height restrictions and considering local needs, we can ensure that the development meets current demands and sets a precedent for future urban planning in Canberra. **This approach will help create a thriving, sustainable community capable of supporting diverse needs and fostering long-term growth.**

Again, we thank the NCA for the opportunity to voice our perspective and welcome any correspondence in respect to this and fostering real, diverse consultation in Woden.

Kind regards,

Mr Malcolm Bourke *Convenor, Woden Progress Association.*

wodenprogress@gmail.com · **@wodenprogress** on Instagram

WPA advocates on the traditional, stolen lands of the Ngunnawal and Ngambri peoples.



Submission 60



Submission – supporting a vibrant North Curtin precinct with cafes, restaurants, shops and services for everyone to enjoy



National Capital Authority, Draft North Curtin Residential Area, Detailed Conditions for Planning, Design and Development

Executive Summary

- North Curtin should be developed in a way that delivers real benefits for existing Curtin residents as well as future ones.
- The Curtin Shops are already operating beyond capacity – residents need a new, complementary precinct with more shops, cafes and local services close to home.
- That outcome depends on having enough people living nearby to support it – lower-density development will not deliver the same level of amenity.

- **Scaling back the proposal, as suggested by the Curtin Residents Association,¹ would mean fewer homes, fewer cafes, restaurants and eateries, fewer services and a missed opportunity for Curtin.**
 - **We strongly support proceeding broadly as the National Capital Authority has planned – to deliver more housing, more services and better outcomes for the whole community.**
-

1. Opening Statement

We welcome the opportunity to provide feedback on the National Capital Authority's Draft Detailed Conditions of Planning, Design and Development for the North Curtin Residential Area.

We strongly support the proposed development proceeding broadly as outlined. This is a rare and important opportunity to deliver well-located housing and a high-quality precinct in an established part of Canberra, close to employment, services and transport corridors.

The proposal reflects a necessary and appropriate response to Canberra's continued population growth and the need to accommodate that growth within the existing urban footprint. It also presents an opportunity not just to add housing, but to create a vibrant, mixed-use precinct that will serve both new residents and the existing Curtin community.

This submission is offered in a constructive spirit. We support the overall direction of the draft plan, while emphasising the importance of maintaining sufficient density and mixed-use intent to ensure that the development delivers on its full potential.

2. Existing Pressure in Curtin – Why This Matters Now

Curtin is already experiencing the effects of population growth, and there are clear signs that existing local infrastructure is under increasing strain.

A simple and visible example is the Curtin Shops. At many times across the week – not just at traditional peak periods – it is difficult for residents to find parking. The centre is busy, well-used and valued, but it is now operating beyond its practical capacity.



Curtin Shops on a typical Saturday morning - no parking

This pressure will only increase as the population of Curtin and surrounding suburbs continues to grow.

Many residents strongly prefer to shop locally rather than travelling into Woden Town Centre to meet everyday needs. That preference reflects both convenience and community – but it also means that demand for local retail, hospitality and services is already exceeding what the Curtin Shops can comfortably accommodate.

In this context, it is not sufficient to rely solely on existing local centres. Residents need access to additional, complementary precincts where they can buy groceries, meet friends for coffee, go out for a casual meal, or access local services close to home.

These kinds of amenities do not emerge at low density. They require a critical mass of residents to support them. Without that mass, retail and hospitality offerings remain limited, fragmented or unviable.

A recent example elsewhere in Canberra demonstrates this clearly. Campbell 5 has delivered a high-quality, mixed-use environment based on a similar development model – medium-rise apartments (generally up to eight storeys) combined with ground-floor retail and hospitality. The result is a vibrant, well-used precinct that attracts not only local residents but visitors from across Canberra.

North Curtin has the potential to deliver a similar outcome.

If the current proposal were to be significantly scaled back to predominantly low-rise “missing middle” housing – as advocated by the Curtin Residents Association – it is highly unlikely that this level of amenity would be realised. This would represent a substantial missed opportunity, not only for future residents of the site, but for the existing Curtin community, which is already experiencing the limits of current infrastructure.

3. Strategic Context – Canberra’s Population Growth

Canberra is growing, and that growth is both expected and necessary. The question is not whether the city should accommodate additional population, but where and how that growth should occur.

There are two broad options. Growth can continue to be pushed outward through greenfield development at the urban fringe, or it can be accommodated within the existing urban footprint, in locations that are already well connected to jobs, services and infrastructure.

The latter approach is widely recognised as the more sustainable and efficient model. It reduces the need for new infrastructure, shortens travel distances, supports active transport and creates more cohesive urban environments.

The North Curtin site is precisely the type of location where this approach should be applied. It represents an opportunity to deliver meaningful housing supply in a well-located area, without the costs and inefficiencies associated with continued outward expansion.

Calls to substantially reduce the scale of development in locations such as North Curtin – including those advanced by the Curtin Residents Association – risk undermining this broader strategic approach and shifting growth pressure back to the urban fringe.



*National Capital Authority, Draft North Curtin Residential Area,
Detailed Conditions for Planning, Design and Development*

4. Why North Curtin

The North Curtin site is exceptionally well suited to the proposed level of development.

It sits within an established part of Canberra, in close proximity to the Woden Town Centre, the Parliamentary Triangle and the Civic corridor. It is surrounded by existing residential suburbs and is already connected to the broader road and path network.

Importantly, it is also located along a major transport corridor, with future public transport investment planned along Adelaide Avenue.

There are very few sites in Canberra that combine these attributes at this scale. If a site of this nature is not considered appropriate for moderate-to-high density housing, it is difficult to identify where such development should occur.

For this reason, North Curtin should be seen as a priority location for urban consolidation, and the level of development proposed is both logical and appropriate.



*National Capital Authority, Draft North Curtin Residential Area,
Detailed Conditions for Planning, Design and Development*

5. Density – Getting the Balance Right

Concerns about building height and density are understandable and should be acknowledged. However, it is important to assess the proposed scale of development in context.

Buildings of up to eight storeys are moderate by contemporary standards, particularly for sites located along major corridors and in proximity to town centres. They represent a practical middle ground that allows for meaningful housing supply without excessive scale.

The level of density proposed is not arbitrary. It is directly linked to the ability of the development to function as a genuine mixed-use precinct.

As noted earlier, the delivery of local retail, hospitality and services depends on having a sufficient number of residents within walking distance or otherwise easily accessible by active travel methods. Reducing density would undermine that critical mass, making it far less likely that the development would support a vibrant, self-sustaining local centre.

In this sense, density and amenity are closely linked. Lower density does not simply mean fewer dwellings – it also means fewer services, less activity and a reduced quality of place.

A balanced mix of building types across the site is appropriate, but this should include elements of sufficient height and density to support the broader objectives of the development.

Reducing building heights across the site would not produce a better outcome – it would produce a less viable, less functional one.



*National Capital Authority, Draft North Curtin Residential Area,
Detailed Conditions for Planning, Design and Development*

6. Traffic and Transport

Traffic impacts are a common concern in developments of this nature. However, it is important to consider these issues in a broader context.

Well-located development in inner areas tends to reduce overall travel demand by placing residents closer to employment, services and amenities. It also supports greater use of walking, cycling and public transport.

By contrast, pushing growth to the urban fringe increases car dependency and generates longer trips, placing greater pressure on the road network overall.

In this sense, the alternative to well-located density is more traffic, not less.

Traffic impacts should be carefully assessed and managed, but they should not be used as a basis to significantly reduce development in appropriate locations such as North Curtin.

In subsequent planning processes, we will submit that there should be sufficient parking in North Curtin zoned with a mix of short term, 1 hour and 2 hour limits to facilitate community use by Curtin residents and other visitors to the precinct.

7. Environment and Flooding

The environmental aspects of the proposal, including the water ecology park, are a strong and welcome element of the overall design.

The inclusion of a dedicated water ecology park demonstrates a recognition of the site's environmental characteristics and the need to respond to increasing rainfall variability and flood risk. This approach has the potential to both mitigate risk and enhance the quality of the public realm.

Flooding and climate resilience are real issues that need to be addressed. However, these challenges are best managed through integrated planning and design, rather than by avoiding development altogether.

A well-designed development can incorporate appropriate setbacks, water management systems and green space to manage risk effectively, while also creating a more attractive and usable landscape for residents and the broader community.

Avoiding development does not remove environmental risk – it simply leaves it unmanaged.

8. Infrastructure Must Keep Pace with Urban Consolidation

Population growth in established areas must be matched by appropriate investment in supporting infrastructure.

As Canberra continues to accommodate more residents through urban infill, the ACT Government should ensure that schools, childcare, transport, healthcare and community services are planned and expanded accordingly. This is an important responsibility of government and should form part of a coordinated approach to managing growth across the city.

Schools provide a clear example of this principle already operating in Canberra. The ACT Government has expanded and modernised schools in established suburbs in response to increasing population and urban renewal.

A local example is Garran Primary School, which is currently undergoing a major expansion and modernisation program that will significantly increase student capacity. Similarly, Telopea Park School is being expanded to accommodate growth associated with residential densification in the inner south.

At the same time, significant new aged care infrastructure is already being delivered adjacent to the North Curtin site itself with the new Amberfield seniors living community,

demonstrating that both government and private providers are already planning for demographic change in the Woden–Weston Creek corridor.

These projects demonstrate that growth in existing suburbs is already anticipated by government planning, and that infrastructure upgrades can and should occur alongside increased housing supply.

The same expectation should apply to other forms of community infrastructure. Additional population should be accompanied by expanded childcare provision, additional aged care services, improved active travel connections and broader investment in local community infrastructure.

Importantly, however, the need for infrastructure investment is not a reason for the National Capital Authority to reduce the scale or ambition of the North Curtin proposal. On the contrary, it is a reason for the ACT Government to properly plan for growth and ensure that infrastructure investment keeps pace with population growth in established areas.

9. Conclusion

The North Curtin Residential Area represents a significant opportunity to deliver well-located housing and a high-quality urban precinct in Canberra.

The proposed level of density is appropriate to the site and necessary to support the delivery of meaningful housing supply, local services and a vibrant community environment.

For existing Curtin residents, the development also offers the prospect of improved access to retail, hospitality and services that are currently limited by the capacity of existing local centres.

Reducing the scale or ambition of the proposal would not produce a better outcome. It would result in fewer homes, reduced amenity and a missed opportunity to create a genuinely successful precinct.

We encourage the National Capital Authority to proceed with the development broadly as proposed, while continuing to refine design and infrastructure outcomes to ensure the highest possible quality.

Signatories

Andrew Dempster, Curtin

Dylan Adams, Curtin

Ellen Avery, Curtin

William Barlow, Macgregor

Allan Bontjer, Curtin

Malcolm Bourke, Farrer

Julia Burns, Curtin

Trevor Burns, Curtin

Sophia Chong, Curtin

Ben Coates, Curtin

Brian Cooke, Coombs

Shelley Cooke, Coombs

Ashley C. Craig, Curtin

Tony Crncevic, Curtin

Mark Dando, Kingston

Adriano Di Matteo, Curtin

Niamh Dobson, Curtin

Magdalena Donovan, Harrison

Roxanne Ebina, Curtin

Cathy Eccles, Yarralumla

Zach Elsarrag, Narrabundah

Jeremy Eschler, Denman Prospect

Margaret Everett, Curtin

Andrey Gallegos, Curtin

Bill Gemmell, Holder

Alexander Gillespie, Kambah

Nicole Grant, Curtin

Finn Hack, Braddon

Gurkirat Handa, Wright

Ryan Hemsley, Denman Prospect

Scott Humphries, Curtin

Richard Illy, Curtin

Sarah Illy, Curtin

Jillian Kaleb, Curtin

Steve Kaleb, Curtin

John Kehoe, Curtin

Alex Kerr, Downer

Robert Knight, Garran

Scott Lamb, Curtin

Nat Liosatos, Curtin

Shane Martin, Coombs

Milli McDonald, Turner

Georgina McKenzie, Curtin

Michael Moore, Denman Prospect

Gail Morgan, Curtin

Ella Morris, Curtin

Angus Mouncey, Curtin

Julia Murphy, Curtin

Jared Mylrea, Lyons

Angel Nash, Curtin

Jordan Newnham, Curtin

Kurt Osborne, Kambah

Zak O'Hara, Acton

Kristen Paes, Curtin

Jenny Palmer, Curtin

Al Paton, Curtin

Lexie Pigot, Harrison

Kate Pounder, Curtin

Mike Power, Curtin

Stephen Rowe, O'Connor

Kiri Scholes, Curtin

Cushla Sheehan, Curtin

Matt Sheppard, Curtin

Tim Silver, Curtin

Kal Slater, Kingston

Jason Smart, Curtin

Wallace Stark, Curtin

Timothy Sweeney, Curtin

Adam Tadmor, New Acton

Doug Trappett, Curtin

Evan van der Ploeg, Curtin

Alyssa White, Weston

Amy Wilson, Curtin

Ryan Winn, Curtin

Matt Withers, Curtin

Footnotes

¹ North Curtin is 'ideal' for missing middle. So where is it, asks residents group? by Ian Bushnell, Region Canberra, 30 April 2026

Additional Material

You can read the response of the North Curtin Supporters Group to the Curtin Residents Association submission guide here: bit.ly/4u6fwLG

Methodology

This submission was prepared by Curtin resident Andrew Dempster on behalf of the North Curtin Supporters Group. People wishing to add their name did so by accessing the submission at bit.ly/northcurtin

Submission 61

Dear NCA

I am writing as a resident of the Curtin area to formally object to the Draft North Curtin Residential Area Development Control Plan, and request additional consideration of the proposed density and interactions with other planning considerations.

I do not believe the current proposal appropriately balances housing growth with the capacity of local infrastructure, environmental constraints, community expectations and the established character of the surrounding suburbs.

The North Curtin site, due to its size, constrained access and proposed population, functions in practical terms as the creation of a new suburb rather than a small infill precinct. As such, it requires planning commensurate with that scale, including provision for local services, internal connectivity and self-sufficiency rather than reliance on surrounding established suburbs. It is not reasonable to assume that the additional demand generated by this development can be absorbed by existing infrastructure in Curtin, Yarralumla or surrounding centres without significant upgrades.

1. Excessive Density and Building Height, Housing Form and Neighbourhood Character

The proposed development represents a level of density that is significantly out of character with the surrounding suburbs of Curtin, Yarralumla and Deakin. Building heights of up to eight storeys are excessive for this location and will substantially alter the established suburban character of the area. Curtin is a relatively small suburban community with a recognised village character, mature tree canopy, significant green space and predominantly low-rise built form.

I am concerned that the proposal places too much emphasis on medium- and high-rise apartment buildings rather than housing forms that are more consistent with the existing character of Curtin and the surrounding inner south suburbs.

Developments should be proportionate to its setting and supported by appropriate infrastructure. The proposed scale and intensity of development exceed what many residents would reasonably expect in an established suburban area.

A greater focus on genuine “missing middle” housing, including townhouses, duplexes, terraces and low-rise developments, would provide additional housing choice while allowing the suburb to evolve in a manner that is more compatible with its existing character and scale. The high number of apartments does not actually deliver on the “missing middle” of townhouses. Real estate data suggests that 1 and 2 bedroom apartments in Canberra are

not selling. To craft a successful community environment and that it integrated with the existing neighbourhood, and attractive to buy in, it should look more like Curtin itself.

Broader, Canberra is heading for having 61% of its population in apartments. We need to think about how this impacts on the social fabric and experience of the environment for people. Having more townhouses with green space will provide more of the missing middle for families – providing access to outside space.

Many residents chose to live in Curtin because of its quiet residential character, strong community identity, human scale, accessibility and proximity to open space. While residents understand that change is inevitable in a growing city, planning decisions should appropriately balance growth objectives with the legitimate expectations of existing residents who have invested in and contributed to the community over many years.

In its current form, the proposal risks fundamentally changing the character of the suburb and replacing the qualities that make Curtin a highly valued community.

2. Commercial buildings and Embassy Precinct

We should not be building too close to Adelaide avenue, primarily for safety reasons, but also to retain some of the natural environment. If apartment type buildings are to be built, they should only be on Adelaide Avenue and focused on commercial use. No one is likely to want to live directly on Adelaide Avenue making the financial viability of building residential buildings on it questionable.

Further, this proposal does not consider the closely connected impact of the proposal embassy precinct. No public consultation has been undertaken on that. Yet this proposal in conjunction with that will bring significant demand to Curtin's already stretched infrastructure. Each embassy requires staff who need to work and live nearby. That means more traffic, parking pressures and demand on local services that are not fully considered in this proposal.

3. Inconsistency with Established Planning Principles for Curtin

The planning principles established through the Curtin Group Centre Master Plan place considerable emphasis on maintaining Curtin's village character, reinforcing community identity, providing a human-scale environment and addressing existing accessibility and parking issues.

The proposed scale of development appears difficult to reconcile with these principles.

While the North Curtin site is being assessed under separate planning arrangements, planning decisions should still be informed by the broader strategic vision for Curtin as a community. The proposed development risks undermining the very characteristics that planning policies have sought to protect and enhance.

4. Failure to Properly Consider Cumulative Impacts

A significant concern is the apparent failure to adequately assess the cumulative impacts of multiple major developments occurring within Curtin and the surrounding area at the same time.

In addition to the North Curtin proposal, the Wesley Mission development in Curtin has already been approved and is expected to deliver approximately 98 apartments. There is also a proposal for a 54-unit development comprising three five-storey buildings on the Marymead site adjacent to Holy Trinity Church. Further there is a new dementia village expected to bring in more traffic flow into the area.

When considered together, these developments represent a substantial increase in population (roughly 50%) within a relatively short period. Residents are concerned that Curtin's population could increase dramatically over a short timeframe without corresponding upgrades to local infrastructure, services and community facilities.

The impacts of these developments cannot be assessed in isolation. Residents experience the combined effects of all approved and proposed developments, regardless of which authority is responsible for each individual approval.

A comprehensive cumulative impact assessment should therefore be undertaken to consider the combined effects on:

- Traffic congestion and road capacity
- Parking demand
- Local shopping facilities
- Schools and community services
- Recreational facilities and open space
- Public transport capacity
- Overall neighbourhood character and amenity

5. Existing Parking and Local Centre Capacity Issues

The Curtin local shopping centre already experiences parking shortages, particularly during peak periods. Residents and visitors regularly encounter difficulties finding available parking spaces.

The proposed North Curtin development, together with other approved and proposed developments in the area, will place further pressure on an already constrained local centre.

The consultation documents do not adequately demonstrate how increased demand for parking, retail services and community facilities will be accommodated. Without significant investment and planning, there is a real risk that the quality, accessibility and functionality of local services will deteriorate for existing residents.

The Curtin local centre already experiences peak-period parking stress and capacity constraints. This condition has been documented over many years and is unlikely to improve without significant intervention. Additional residential development of this scale will intensify existing pressures and will reduce the accessibility and functionality of the centre for current residents, contrary to established planning expectations for local centres to remain viable and accessible.

6. Insufficient Evidence Regarding Traffic and Transport Impacts

The proposal is expected to accommodate more than one thousand dwellings and a substantial increase in population. This will place significant additional pressure on surrounding roads and intersections, including Cotter Road, Yarra Glen, Adelaide Avenue and local roads within Curtin.

I am concerned that the community has not been provided with sufficient information regarding the full traffic impacts of the development. Planning controls should not be finalised until comprehensive transport modelling, and infrastructure assessments have been publicly released and independently reviewed.

The proposal also appears to rely on future public transport improvements that are not yet funded, approved or delivered.

Given the ACT Government's competing infrastructure priorities, including significant investment in major projects such as the new Canberra hospital, there is considerable uncertainty regarding the timing and delivery of future transport upgrades.

Planning decisions should therefore be based on existing infrastructure capacity and demonstrable commitments rather than assumptions about future infrastructure projects that may be delayed, modified or not proceed within the timeframe anticipated by the development.

7. Inadequate Infrastructure Planning

The development will place additional pressure on schools, health services, community facilities, sporting facilities, recreational spaces and local services.

The consultation material does not provide sufficient confidence that the necessary supporting infrastructure will be delivered in a timely manner or that existing facilities have the capacity to accommodate substantial population growth.

Infrastructure planning should precede approval of development controls rather than occur after major planning decisions have already been made.

8. Inadequate Public Transport Integration and Project Prematurity

The high-density zoning of this proposal is justified by the National Capital Authority and the ACT Government on the basis of its proximity to the future Light Rail Stage 2B corridor.

However, significant portions of the proposed residential zone sit well over 1 kilometre away from the nearest anticipated light rail station. A walking distance of this scale is a clear barrier to daily use, forcing future residents to rely on private vehicles and worsening congestion on local arterial roads.

Furthermore, given that the Light Rail Stage 2B project has been delayed and effectively sidelined, there is no immediate justification to rush through a high-density development. Without an active, operational transit link, the National Capital Authority must pause this process and thoroughly revise the plans to align with actual, present-day infrastructure capabilities

9. Concerns Regarding Flooding and Climate Resilience

The site contains significant flood-affected land associated with the Yarralumla Creek corridor. While the proposed ecology park is intended to address some of these issues, I remain concerned about the long-term effectiveness of flood mitigation measures, particularly in the context of increasingly frequent extreme weather events.

Further transparency is required regarding flood modelling, stormwater management and long-term maintenance responsibilities.

Any deficiencies in these areas are unlikely to be borne by the developer or planning authorities in the long term; rather, it is local residents who will ultimately experience the consequences through increased flooding risk, reduced amenity, infrastructure failures and ongoing management issues.

These matters should be comprehensively assessed, addressed and resolved before planning controls are approved. It is not appropriate for potential flood, drainage and maintenance issues to be

identified or remedied only after development has occurred and impacts are already being experienced by the community.

The site presents an opportunity not only for flood management but also for the creation of a naturalised green-blue corridor connecting Red Hill to the Molonglo River valley. However, this opportunity should not be compromised by over-intensification of built form adjacent to sensitive flood-prone land. Any stormwater and flooding strategy must prioritise long-term ecological function and public amenity, not simply engineering mitigation of development impacts.

10. Impact on Landscape Character and Amenity

The North Curtin area currently provides an important visual and environmental buffer between established suburbs and surrounding open space. The proposed scale of development risks eroding the landscape character that contributes significantly to the liveability of Canberra's inner south.

The visual bulk of higher buildings, increased traffic and urbanisation will adversely affect the amenity currently enjoyed by nearby residents.

11. Insufficient Protection of Green Space and Tree Canopy

Although the proposal includes an ecology park, I am concerned that the intensity of development on the remaining land will reduce opportunities for meaningful open space, urban cooling and tree canopy.

Canberra's planning framework should place greater emphasis on preserving green space, enhancing biodiversity and maintaining the garden city character for which Canberra is widely recognised.

The site is already highly exposed and vulnerable to urban heat impacts. Without substantial tree canopy targets and permeable green space, the development risks exacerbating urban heat island effects, with consequent impacts on resident health, comfort and liveability. Tree canopy coverage of at least 40% should be a minimum requirement for a development of this density in order to ensure adequate cooling and environmental resilience.

12. Concerns Regarding Consultation and Transparency

I am concerned that the community is being asked to comment on planning controls without access to all relevant supporting technical information.

Meaningful consultation requires the release of all key studies, including transport, infrastructure, environmental and flood assessments, before decisions are made.

13. Conclusion

For the reasons outlined above, I object to the Draft North Curtin Residential Area Development Control Plan in its current form.

I request that the National Capital Authority:

- Reconsider the scale, density and building heights proposed for the site.
- Undertake a comprehensive cumulative impact assessment of all major approved and proposed developments affecting Curtin and surrounding suburbs.
- Prioritise missing-middle housing options such as townhouses, duplexes and terraces over large apartment buildings.
- Release all supporting technical studies for public review.
- Demonstrate how traffic, parking, community facilities and infrastructure demands will be accommodated.
- Strengthen protections for neighbourhood character, landscape values and environmental outcomes.

- Undertake further consultation with affected residents before proceeding.

Curtin is a valued and established community with a distinct character that has developed over many decades. Future growth should complement and strengthen that character rather than fundamentally alter it.

Yours sincerely,

Submission 62

Dear NCA,

I am writing to formally provide response to the Draft North Curtin Residential Area Development Control Plan. Whilst I endorse the premise of developing the North Curtin horse paddocks, I believe the current proposal is too dense and does not adequately address the impacts on local infrastructure and services.

The addition of up to 1300 dwellings, supporting a population of roughly 2500 residents does not balance the need for additional housing with the need for good outcomes for both the new and existing residents in the area. The new North Curtin development should be planned with liveability in mind, and not to simply maximize the number of dwellings in the planned estate.

My main concerns with the proposed North Curtin development design in its current guise include the following:

- Building Heights and scale
- Lack of infrastructure and local services
- Parking and traffic management concerns

1. Building Height and Scale

The proposed development envisages building heights of up to eight stories, which I believe to be excessive and not in character with non-Town Centre suburbia. I believe developments should be proportionate to their setting and supported by appropriate infrastructure. The proposed scale and intensity of this development design exceed what many residents would reasonably expect in an established suburban area.

The ACT government has marketed the missing middle for many years, however when an opportunity like the one presented in North Curtin comes along, the missing middle is in fact missing. Instead it is to be replaced with a plan to add as many dwellings per square meter as possible (within current planning restrictions).

I would like to see the area have more terrace, duplex and townhouse choices capped at between 3 and 4 stories. This model is already well established across Canberra, with numerous inner south areas such as Manuka, Forrest, and Kingston successfully reflecting this type of building character. These areas are still high density, but create a sun filled neighbourhood that transitions well with adjacent traditional single dwelling suburban residential streets. I believe this approach would create a more seamless Canberra feel to the North Curtin area rather than an isolated high density housing enclave.

Similar to many European cities, building heights are typically restricted to low-rise developments in order to preserve solar access and maintain a cohesive neighbourhood character. Building small pockets of 8+ story buildings peppered around Canberra detracts from what makes Canberra unique and a highly desirable place to live on an international scale. Canberra was hailed as a planned city, however, this is becoming less so in modern times, as rushed densification is being pushed through with little regard for some of the characteristics that make Canberra great.

Canberra's Latitudinal position on earth means that during winter, large multi-story buildings can significantly limit solar access, effectively blocking sunlight for much of the day. Our location in relation to the equator cannot be changed, however, building heights and planning guidelines can be managed in order to ensure solar access is maximised. Please keep buildings over 4 stories restricted to the city and large town centre areas. This approach will still densify Canberra, but not at the expense of its character and liveability.

2. Lack of Infrastructure and local services

The NCA must assess the cumulative impacts of nearby Curtin developments, including the Wesley Mission supported housing (98 units), the presbytery affordable housing development (54 units), the proposed horse paddock Diplomatic estate and a dementia village all planned for the wider Curtin suburb. These developments, when combined with North Curtin will increase the population of Curtin by over 3000 people and therefore the services and infrastructure required to support this population.

There appears to have been no assessment of the capacity of local services, including general practice (GP), dental care, schools, day care, sporting facilities, and parking required to accommodate the proposed developments. Most of the public and private schools in the area are near capacity. Where are all these new residents' children going to find schooling? At this stage it would appear that the existing schools will be pushed to run over capacity, increasing classroom sizes and the stress on an already strained teaching workforce. I am concerned that this will result in poorer educational outcomes until retrospective measures are taken to address impacts that could have been easily foreseen.

Case in point, the Marymead presbytery development is converting the neighbouring community facility zoned (CFZ) block into apartments, a site which could have been used for an expansion of the neighbouring primary school or a preschool/day care facility. My wife and I have been waiting over a year for additional placement days at a local Curtin day-care facility due to capacity issues.

As infill continues, consideration must be given to services and positive community outcomes. I am concerned that the community in and around Curtin will become service

poor in relation to the number of residents living in the area. Doctors and dentists are already difficult to book in a timely manner. Seeing a regular doctor/dentist is generally preferred and provides more personal tailored treatment than that of large factory style services where you see the first available doctor. People want convenience, community, familiarity and service when it comes to health, something which studies show provides better patient outcomes. Familiar family doctors are instrumental in building rapport and trust with the community they serve.

None of the planned developments including this one, appear to recognise the need for additional business, medical and school capacity, including adequate parking spaces for these services to be easily accessible. The NCA must look at this application not in isolation, but as another major development to an already stretched system of community services and infrastructure.

3. Parking and Traffic Concerns

The draft North Curtin plan appears to rely heavily on assumptions regarding theoretical future outcomes rather than reflecting existing conditions.

The current proposal relies on future public transport improvements—namely the extension of light rail to Woden which is not yet fully funded, approved, or guaranteed to be delivered. Given the ACT Government’s competing budget priorities—including significant investment in major projects such as the new Canberra Hospital, there is substantial uncertainty around the timing and delivery of Light Rail to service the area. Accordingly, planning decisions should be based on existing infrastructure capacity and confirmed commitments, rather than assumptions about future projects that may be delayed, scaled back, or fail to proceed within the development’s anticipated timeframe.

A further concern is that the proposed North Curtin residential zone is located more than one (1) kilometre from the nearest planned light rail station. Walking distances of this scale may present a clear barrier to regular public transport use, and is likely to result in increased reliance on private vehicles, placing additional pressure on surrounding arterial roads and parking areas.

There also appears to be limited provision for public parking areas, which may restrict ease of access to businesses and limit opportunities for residents to receive visitors. Without adequate parking availability, businesses may struggle to attract patronage from the broader Canberra community. Similarly, if residents cannot be easily visited, there is a risk the area may become an isolating enclave of transient students and workers, with limited connection to the wider Canberra community.

Conclusion

The North Curtin plan in its current form is simply not detailed enough nor are the future outcomes overwhelmingly clear. Some of the proposed buildings are excessively tall, which will significantly impact solar access and be out of character with the established low-density nature of the surrounding suburbs.

I believe this plan poses a significant precedent risk, potentially encouraging suboptimal development applications around the ACT with little regard to liveability and genuine community outcomes – not just those who will live in these new infill estates.

I am genuinely concerned with the lack of engagement with the local community on matters such as this. Many feel powerless as Governments and large-well-funded organisations (even not-for-profits) are drowning out many individual and community voices. This email highlights issues many in the area are feeling with regard to this development. Silence does not imply consent, just because many in the community have not formally expressed feedback, does not imply they inherently agree.

Curtin and its surrounding areas are well-established suburbs, highly valued by the local community, who have helped cultivate a strong and cohesive neighbourhood character. I hope the future development in North Curtin adds more to the current community than merely thousands of residents placed in an out of character housing enclave. Infill underutilised land around Curtin yes, but please ensure the beautiful character of the area is preserved so that new and existing residents both benefit for decades to come.

Yours sincerely,

Daniel

Submission 63

The ACT Government efforts to increase available housing supply in Canberra are welcome. However, it is important that in doing so, the iconic character of Canberra is not changed. However, I object to the number of 1200 extra dwellings under the proposed development and I submit that;

1. This be reduced to 600.
2. The height restrictions limit building height to 4 storeys,
3. More Carparks be included for residents of new development than is being proposed,
4. Facilities in and around Curtin including Childcare, Carparking at the Shops, Traffic flow or diversion improvements, and outdoor amenities such as better footpaths and riding paths right around Curtin, be completed as a condition of Curtin's population being increased by 600.
5. Some of the extra housing population burden be introduced into surrounding and other suburbs so that Curtin Residents are not unequally and unfairly affected by the proposal.

My reasoning is as follows:

I submit that the demands of the proposed extra Curtin residents resulting from 1200 extra townhouses and apartments (whether that be 2000 or 3000 people) way exceeds the facilities of Curtin for community, greenspace, amenity and a clash between the character of the proposed new Curtin built up area and the rest of Curtin. The footpaths of Curtin are not fully formed and there is not even a full footpath around Curtin as a suburb, much of it is dirt track with lots of ruts and gullies.

The proposed development would be an eyesore compared to the area around it, the federal golf club, Weston Park, Governor General, the Curtin fields and would look odd and out of place to have 4 or more storeys in some or many of the building.

The Arboretum has created quite a focal point for the Tuggeranong parkway valley and the surrounding greenery and green areas, are very special viewing them from the arboretum. As the trees grow more, the arboretum will increasingly popular as a tourist destination, and to have that bulk of 4 or more storey apartment buildings so (relatively close) would also spoil the character of Canberra as seen to the arboretum. Currently having the two town centres (city and Woden) looks ok but to add the extra bulk of those apartments would look

overbearing and ugly. It would also spoil the amenity of the suburb and even spoil the appearance of Canberra for those travelling along Cotter Road, a very busy thoroughfare.

Further, one of the main character traits of Canberra is that the housing is mostly covered by trees and at times you can barely see the housing. This is a very attractive characteristic for Canberra, and it would be spoilt by the proposed development if at the scale proposed.

The carparking at the Curtin Shops is already at the critical point with there being few parks there for a quick shopping trip now, with the extra traffic along Caruthers Street and McCulloch Street between Woden and Cotter road through Curtin, as a result of the massive population increase to the West of Curtin. Cars are already filling up during work hours, the parking area down at the Curtin fields, and there should be facilities in the new developments for multiple car parks per dwellings as per real life in Canberra, and also more public parking. The Curtin streets will otherwise all fill up with cars, parking at the shops will be impossible. Having 4 Doctor carparks at the Curtin Shops is already overly generous as there are only two doctors working at the Curtin GP clinic at any one time. These parks are badly needed equitably with other people.

Further there is insufficient childcare and other facilities in the area. There are already traffic jams at peak hour to get into and out of Curtin,

Curtin is already an area with a large population compared to other suburbs and it is an unfair burden on Curtin Residents to have such a high proportion of new infill development and population increase as compared to Curtin, it should be shared by other suburbs such as Deakin, Yarralumla, Weston, and the like.

I propose that the density of the use of the proposed new development be halved and the number of storeys does not exceed 3.

Regards,

Jaye Martin

Submission 64

TO: dcp@nca.gov.au

RE: North Curtin development public submissions

Dear NCA

Thank you for the opportunity to comment on the North Curtin development. I comment on transport and access issues (Figure 19).

1. A bus stop on Cotter Road should be east of Dudley St, not west of as shown, to be more central to the whole site and minimise walking distances. Dudley St intersection needs to be signalised to give safe pedestrian access to the eastbound stop.
2. A local bus stop near the south end of the site should be on the entrance avenue, not on park terrace west as shown, to be more central to the whole site and minimise walking distances.
3. Relying on McCulloch St for road access to all points south is not particularly satisfactory. It's slow and indirect and could become congested. That suggests a need for south facing ramps and overpass beside the site for access to/from Yarra Glen.

It would not be satisfactory to have high speed traffic from an exit ramp debouching directly onto the internal streets of the development area. A possible solution would be to rebuild Yarra Glen in this area as a St Kilda Road style double boulevard with faster traffic in the middle and lower speed service roads at the sides for local access.

4. Obviously there should be a light rail or rapid transit stop on Yarra Glen for the intertown service. This would also give valuable improved access to the south end of the Deakin business area.
5. The cycle path from Curtin to Woden beside the creek should be rebuilt to a better standard. At present this is mostly a typical old, narrow, rough, bitumen recreational path, which is not suitable for encouraging cycling as a serious form of transport to Woden (which would otherwise be very suitable, distancewise).

Best wishes

Geoff Dawson

Submission 66

Submission – Draft North Curtin Residential Area DCPDD

Curtin Residents Association, Inc.

10 June 2026

The Curtin Residents Association (CRA) supports new housing in well-located parts of Canberra and recognises that, as a central established suburb, Curtin is better placed than most to help accommodate the city's growth. We welcome the National Capital Authority's work to bring forward Detailed Conditions of Planning, Design and Development (DCPDD) for the North Curtin Residential Area, and we support several elements of the draft, including the proposed water ecology park along Yarralumla Creek.

Our concern is not that the site is being developed but that, as drafted, the DCPDD locks in a built-form and yield outcome before doing the infrastructure, services and environmental work needed to make it a liveable place — for new residents and for existing residents of Curtin, Yarralumla, Deakin, and the Molonglo Valley commuters who depend on Cotter Road. This submission identifies the gaps and recommends specific changes to the DCPDD and the sequencing of approvals so that the development delivers genuine community amenity and does not foreclose options (such as the Mint Interchange) that have been identified as necessary for the district regardless of this project.

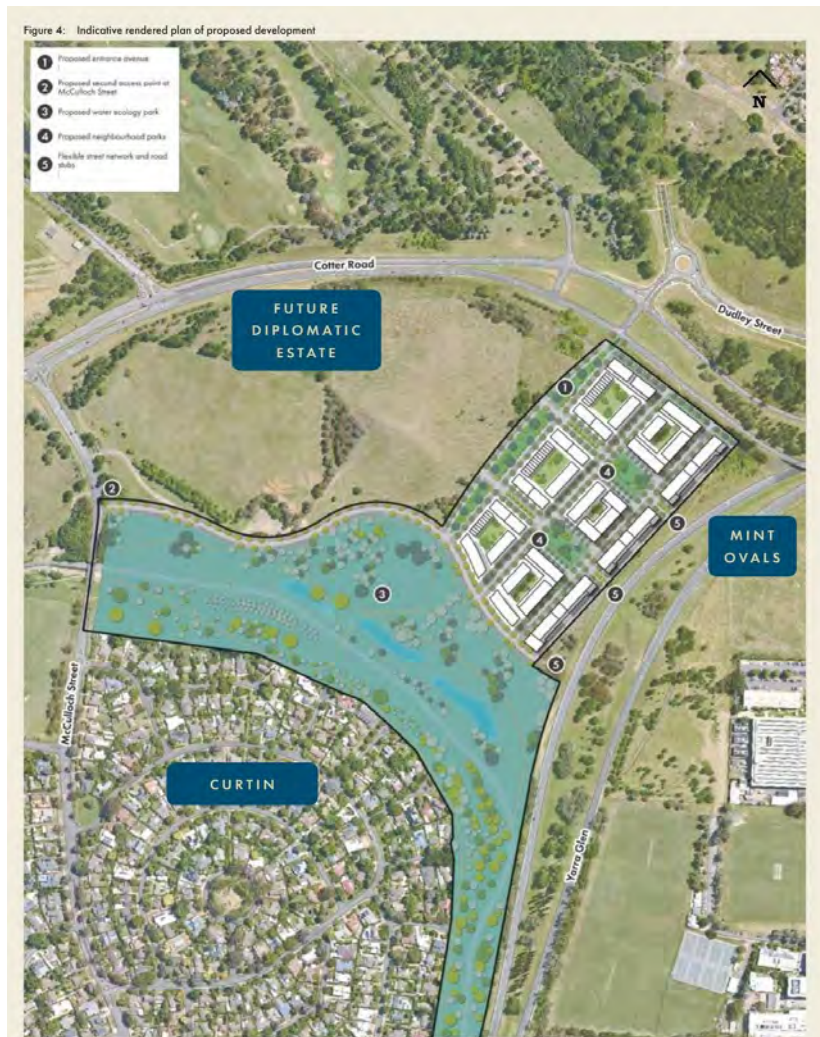
Key recommendations

1. Plan the site as the suburb-scale community it will be.
Add binding ('must') conditions for: (i) a local centre with a supermarket; (ii) a community hub; (iii) at least one child care centre and provision for the first years of primary schooling on a model similar to the Lyons Early Childhood School; and (iv) direct segregated pedestrian/cycle links to both Curtin and Yarralumla group/local centres.
Tie delivery of these facilities to occupation thresholds, not defer them as aspirational 'envisaged' uses.
2. Sequence transport infrastructure with the development
 - (a) Pause finalisation of the DCPDD until after public consultation on the ACT Government's draft Southern Gateway Planning and Design Framework and on a precinct-wide traffic impact study commissioned for North Curtin.
 - (b) Condition substantial development on the Mint Interchange being funded and scheduled and on committed bus services from first occupation.
 - (c) Advocate to the ACT Government for a dedicated North Curtin light-rail stop, or relocation of the proposed Kent Street stop or better connection, and preserve the option for it in the DCPDD.
 - (d) Make the DCPDD's cap on resident parking conditional on the delivery of the public transport and local services.
3. Bring built form into line with the National Capital Plan's garden-city objective.
Amend the DCPDD so the default built form is 3–4 storeys, with taller forms permitted only where the NCA can specifically and publicly justify a departure from the Statement of Planning Principles. Frame the development around the 'missing middle': townhouses, terraces and low-rise apartments. (The ACT Government's own 2024 consultation found 85% support for buildings of 4 storeys or fewer.)
4. Address the urban heat-island risk and stormwater:
 - (a) Lift the lot-level canopy target to a level that, combined with street and open-space targets, delivers at least 40% canopy cover across the precinct at maturity.
 - (b) Require, and publicly consult on, a precinct-wide stormwater and flood-management plan tested against climate-adjusted high-intensity rainfall, before the DCPDD is finalised.

5. Address matters of national environmental significance, before the DCPDD is finalised, for both resident and transiting species:
 - (a) commission and publish targeted ecological surveys for the species identified, including the Striped Legless Lizard, Golden Sun Moth, and the listed grasshoppers;
 - (b) refer the proposal to the federal Minister under the EPBC Act and complete that assessment process;
 - (c) amend the structure plan to retain and restore the most significant habitat patches and connectivity corridors, including grassland restoration alongside (not replaced by) the tree-canopy targets.
6. Unless these infrastructure, services and environmental conditions can be guaranteed in the DCPDD or sequenced ahead of development, moderate the development target scale to a medium-density built form similar to Braddon or Kingston, to mitigate impacts on the surrounding network and amenity.

1. Plan the site as a suburb — because that is what it is

The NCA reports the draft would accommodate up to 1,200 dwellings and more than 3,000 people on roughly 13 hectares. This is comparable to the population of Yarralumla (3,120 at the 2021 census) and Deakin (3,124). A development of this size is, by any reasonable test, a new suburb — but the draft DCPDD does not plan it as one.



Indicative rendered plan from the draft DCPDD (Figure 4, p.13). The 13 ha residential precinct is surrounded by Cotter Road (north), the future Diplomatic Estate (west), Yarralumla Creek (south) and Yarra Glen (east, with no access permitted).

Section 5.1 of the Explanatory Document is candid that detailed traffic solutions, community facilities and population planning sit largely outside the DCPDD and are deferred to other agencies (the ACT Government, the

Suburban Land Agency) and to later, development-application-stage assessment. For liveability-critical infrastructure, this is the wrong sequencing.

What is missing

- **No local centre with a supermarket.** The draft only ‘envisages’ ground-floor cafes, child care and medical services on apartment frontages — it does not require them. The Curtin and Yarralumla shops are already heavily used, with parking difficult at both. Adding approximately 3,000 residents without dedicated local retail will overwhelm both centres, to the detriment of both new and existing residents.
We acknowledge the problem of over-specifying commercial constraints, which in other suburbs is currently being blamed for empty shops and reluctant take up by business; this appears to be more of a market failure (perhaps aspirationally high rents being set to preserve capital value, rather than enabling small businesses). But this must be solved initially, not left to the failing market.
- **No community hub.** No place for the new community to gather and socialise is identified, despite this being a defining feature of every Canberra suburb.
- **No committed child care or early schooling.** The current dwelling typology (about 1.7 persons per dwelling, similar to Braddon and Kingston) would still generate roughly 250 children needing care and schooling. Planned primary-school growth for North Woden is at Garran — beyond walking or cycling distance for a primary-school child, with no direct bus connection, and generating additional car trips. Day care must be provided within the precinct, secured ahead of occupation rather than left to the market.
- **No direct active-travel connection to Curtin group centre or Yarralumla local centre.** The draft’s active-travel maps show generalised connections to ‘surrounding suburbs’ but do not commit to reasonably direct (not dog-legged) segregated routes to either centre, nor a safe crossing of Yarra Glen for residents heading east.

Recommendation 1. Plan the site as the suburb-scale community it will be.

Add binding (‘must’) conditions for: (i) a local centre with a supermarket; (ii) a community hub; (iii) at least one child care centre and provision for the first years of primary schooling on a model similar to the Lyons Early Childhood School; and (iv) direct segregated pedestrian/cycle links to both Curtin and Yarralumla group/local centres.

Tie delivery of these facilities to occupation thresholds, not defer them as aspirational ‘envisaged’ uses.

2. Transport infrastructure must be sequenced ahead of substantial development

The site is effectively closed on several sides. The National Capital Plan prohibits access from Yarra Glen, Yarralumla Creek forms the southern boundary, and the future Diplomatic Estate sits to the west. All vehicle movements for the new residents will therefore funnel onto Cotter Road (via a new signalised entrance) and McCulloch Street (a residential street already serving as a main connection to Curtin). Cotter Road already carries up to 25,000 vehicles a day and is projected to reach 35,000 by 2031 as the Molonglo Valley fills out.

The Mint Interchange has been identified as necessary, independently of this project

We understand traffic modelling undertaken for the Canberra Brickworks redevelopment by AECOM[1] and SMEC[2] in 2012–13 demonstrated that a grade-separated interchange at Yarra Glen / Cotter Road (the ‘Mint Interchange’) is needed to allow traffic to flow between Cotter Road, Yarra Glen and Adelaide Avenue and to reduce existing peak-hour failure at the Cotter Road / Adelaide Avenue / Kent Street area. We understand subsequent ACT Government Canberra Strategic Traffic Model and microsimulation work (SMEC, 2021) showed a 30–44% reduction in Kent Street congestion modelled at afternoon peak in 2031 with the interchange in place. The building of the interchange affects the planned location of the residential building development, as well as the alignment of Light Rail Stage 2B, road-reserve requirements and access geometry; it is far harder to retrofit than to plan now.

An additional 3,000 residents from North Curtin, plus 720 dwellings already approved or progressing in Yarralumla (Canberra Brickworks, Forestry Place, Minimbah Court), plus the 32 ha Diplomatic Estate over time, plus continuing Molonglo growth and Woden Town Centre densification, makes the case for the interchange decisive. Development in North Curtin must not foreclose the option of building an effective interchange.

Public transport: a light rail stop and committed bus services

The development plan states an aim to reduce car dependency (draft DCPDD p.33). The only provision for this in the draft conditions is to restrict parking for residents (a stick approach), and to provide active travel links across the creek, but with just one secure bike parking per dwelling. The required carrot of ensuring attractive effective public transport is missing.

Light Rail Stage 2B's State Circle East alignment was confirmed in May 2026 and will run along the median of Yarra Glen, but the current plans include no light rail stop located adjacent to the development: there is only a vague possible future provision for a stop by planning spacing between the tracks so as not to prevent a stop being built. The proposed Kent Street stop in Deakin/Yarralumla is closest to the development, but at almost 1 km walking distance it is beyond the already extended indicative catchment for light rail stops, and there is no clear connective access plan for pedestrians past Cotter Road to Kent St. The Carruthers Street stop in central Curtin is approximately 1-1.5 km south. Either stop is too far to serve the precinct effectively. The ACT Government's own Canberra Light Rail Stage 2B Urban Infill Capability Assessment (p. 41) records that a dedicated stop would support additional density on the North Curtin site, but contains no commitment and nor does the draft EIS for LRS2B.

Rapid bus stops on Cotter Road are essential to enable use of the continuing rapid bus service, regardless of any future light rail tracks along Yarra Glen. Light Rail Stage 2B is expected to be operational in the early to mid 2030s at best. Until it is, including a stop at North Curtin, at least an interim local bus service through the site is essential. The DCPDD requires internal road geometry that can 'accommodate' buses, but does not commit to any service.

Parking caps without committed transit will push overflow onto existing streets

The draft DCPDD caps resident parking at a maximum of 1 space per dwelling plus 0.25 visitor spaces (p. 33), and the Explanatory Document records the 'intention is to have reduced car-dependency and private parking' (p. 19). Capping parking only works if the transit and local services exist. With no committed light-rail stop near the site, no funded local bus service, no local supermarket within a short walk, and primary schooling more than a kilometre away across major roads, most households will still need a car. A parking cap imposed before transit and services are delivered will not reduce car ownership; it will push the overflow onto residential streets, and residents will still form the habit of relying on the car. The cap should be conditional on, and phased with, the actual delivery of the transit and services it presupposes.

Active travel connections

The indicated active travel connections across the creek to the pathways on its left bank (southern and eastern side) providing connections to Woden and indirectly towards Belconnen and Civic are laudable. The active travel connection on the northern edge delivers bicycles into a busy roundabout, and there is no connection to future major committed cycle paths along the western side of Yarra Glen to connect to the inner south, parliament precinct, and central Canberra (Draft DCPDD fig.17).

Process: the Southern Gateway Framework must be settled first

Section 4.14.5 of the National Capital Plan requires the DCPDD to be prepared 'in the context of a strategic planning exercise for the Adelaide Avenue/Yarra Glen corridor'. The ACT Government has indicated that the draft Southern Gateway Planning and Design Framework will be released for public consultation in mid-June 2026 — after the DCPDD consultation closes on 10 June. Finalising the DCPDD before consultation on that Framework inverts the order the NCP requires, and risks locking in built forms and infrastructure that do not match the strategic infrastructure plan.

Recommendation 2. Sequence transport infrastructure with the development

- (a) Pause finalisation of the DCPDD until after public consultation on the ACT Government's draft Southern Gateway Planning and Design Framework and on a precinct-wide traffic impact study commissioned for North Curtin.
- (b) Condition substantial development on the Mint Interchange being funded and scheduled and on committed bus services from first occupation.
- (c) Advocate to the ACT Government for a dedicated North Curtin light-rail stop, or relocation of the proposed Kent Street stop or better connection, and preserve the option for it in the DCPDD.

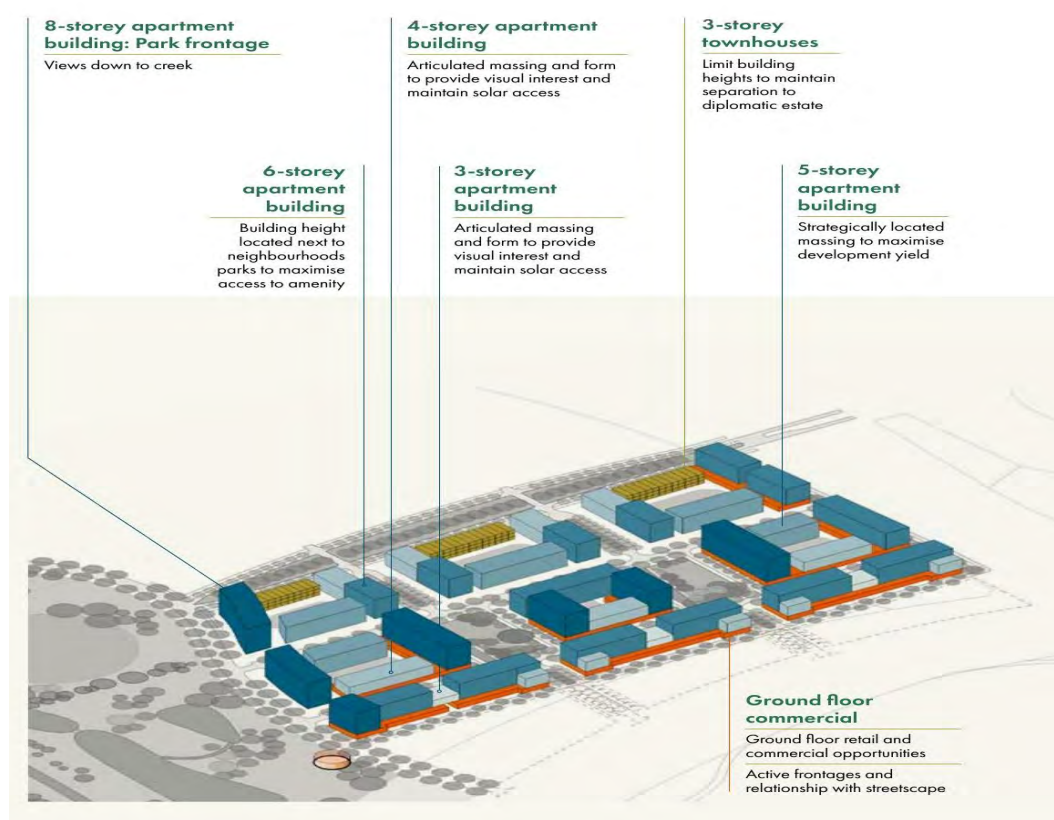
(d) Make the DCPDD's cap on resident parking conditional on the delivery of the public transport and local services.

3. Built form: align with the National Capital Plan's garden-city objective

Because the site sits within a Designated Area under the National Capital Plan, the binding Statement of Planning Principles in Part Two applies. That statement provides that 'Buildings in Canberra Central should be of a height generally not greater than the height of the mature tree canopy (typically 3–4 storeys), except where otherwise permitted by the Plan', and requires planning to deliver 'a landscape response which supports the image of a garden city of national and international significance'.

The draft DCPDD proposes 5- to 8-storey apartments across most of the site, with 6-storey forms along Yarra Glen and the 8-storey form (the tallest) along the park edge. The draft's own annotation describes the 5-storey form as 'strategically located massing to maximise development yield' (Figure 22, p. 39). The ACT Government's 2024 public consultation on this site recorded 85% support for buildings of 4 storeys or fewer.

Figure 22: Indicative massing axometric plan



Indicative massing axometric from the draft DCPDD (Figure 22, p. 39). The draft proposes 5- to 8-storey apartments across most of the site, with the 5-storey form described as 'strategically located massing to maximise development yield'.

A 3–4 storey default would be consistent with the NCP's binding principles, with the ACT Housing Choices 'missing middle' direction, and with strong community preference. It would still deliver a substantial densification project for Canberra at a density similar to Braddon or Kingston, while reducing the cumulative load on the constrained transport network and improving the prospects for meaningful canopy cover (see Section 4).

Recommendation 3. Bring built form into line with the National Capital Plan's garden-city objective. Amend the DCPDD so the default built form is 3–4 storeys, with taller forms permitted only where the NCA can specifically and publicly justify a departure from the Statement of Planning Principles. Frame the

development around the ‘missing middle’: townhouses, terraces and low-rise apartments. (The ACT Government’s own 2024 consultation found 85% support for buildings of 4 storeys or fewer.)

4. Urban heat island, tree canopy and stormwater

Canopy cover

The draft DCPDD sets canopy targets of 30% for streets, 50% for open space, and only 15% for development lots, all at 15 years. The 15% lot-level target is inadequate for a precinct of this density in a climate that already produces heat-island conditions. Evidence-based reviews of urban heat-island mitigation indicate that residential areas need canopy cover above 40% to provide meaningful cooling during the hottest part of the day, when vulnerable residents are at greatest risk. The current targets do not seem able to deliver this across the built footprint.

Stormwater, flooding and climate

Recent high-intensity rain events in north Woden have made flooding a live concern for residents. The North Curtin site is flood-prone and the proposed development would substantially increase impervious surfaces. The DCPDD’s water-sensitive urban design provisions and the water ecology park along Yarralumla Creek are welcome (see Section 6), but a precinct-scale stormwater plan modelled against intensifying rainfall under climate change — including the design of any active-travel bridges across Yarralumla Creek so they remain usable after major events — has not been released for public consultation. The ecology park appears to respond to the runoff generated by this project — but must also contribute to the management of flash flood flows along the creek.

The ecology park is a welcome contribution to social infrastructure. It must be adequately funded in construction and ongoing maintenance. It should include public facilities including public toilets to open this park to all users.

Recommendation 4. Address the urban heat-island risk and stormwater:

- (a) Lift the lot-level canopy target to a level that, combined with street and open-space targets, delivers at least 40% canopy cover across the precinct at maturity.
- (b) Require, and publicly consult on, a precinct-wide stormwater and flood-management plan tested against climate-adjusted high-intensity rainfall, before the DCPDD is finalised.

5. Matters of national environmental significance must be assessed

The draft DCPDD makes no substantive reference to the ecological values of the site. The following matters of national environmental significance are present on, or rely on, the site, and require assessment under the EPBC Act:

- **Golden Sun Moth** (*Synemon plana*, nationally vulnerable): 71 records within the proposal area, including 102 individuals counted over three days in December 2020. Together with the adjacent Dudley Street grassland it forms one of the largest known populations of the species. The draft DCPDD places buildings and roadways directly on this habitat.
- **Superb Parrot** (*Polytelis swainsonii*, nationally vulnerable): the site sits in the regional movement corridor between Molonglo breeding sites and Red Hill / Hughes–Garran foraging areas.
- **Gang-gang Cockatoo** (*Callocephalon fimbriatum*, nationally endangered): known foraging habitat with potential nest hollows on site, within 4 km of multiple confirmed nest trees in Red Hill Nature Reserve and the Hughes Open Space.
- **Hoary Sunray** (*Leucochrysum albicans subsp. tricolor*, nationally endangered): confirmed on site (October 2022).
- **Potential habitat** for the nationally vulnerable Striped Legless Lizard, the ACT-vulnerable Perunga grasshopper and the nationally endangered Key’s Matchstick Grasshopper, plus regionally significant grassland birds (Brown and Stubble Quail, Brown Songlark).
- **Connectivity.** We understand modelling by Barrett and Love (2012) identifies Yarralumla Creek and North Curtin as the least-cost movement pathway between Red Hill and the Molonglo / Murrumbidgee corridors — essential for woodland bird movement across the southern ACT.

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), an action on Commonwealth land that has, will have, or is likely to have a significant impact on a listed threatened species or community must be assessed. The draft DCPDD has been prepared without a publicly released ecological assessment, despite we understand the National Capital Authority noting in 2020 that next steps would include detailed site investigations.

1. **Recommendation 5.** Address matters of national environmental significance, before the DCPDD is finalised, for both resident and transiting species listed above
 - (a) commission and publish targeted ecological surveys for the species identified, including the Striped Legless Lizard, Golden Sun Moth, and the listed grasshoppers;
 - (b) refer the proposal to the federal Minister under the EPBC Act and complete that assessment process;
 - (c) amend the structure plan to retain and restore the most significant habitat patches and connectivity corridors, including grassland restoration alongside (not replaced by) the tree-canopy targets.

6. What the CRA supports in the draft

We want to make plain that the CRA supports several elements of the draft and the broader direction of urban infill in well-located areas:

- **The water ecology park along Yarralumla Creek.** The proposed naturalisation of the creek and the integration of stormwater treatment with public open space is genuinely good urban design and consistent with the CRA's longstanding advocacy for a blue-green corridor between Red Hill and the Molonglo. The park can be seen as a positive exemplar for improvements to the creek upstream alongside central and south Curtin, and as an incentive to the Southern Gateway Framework handling of controls to manage flash flood flows arising upstream of Hindmarsh Drive.
However this park should be made attractive to users of all ages by including a public toilet.
- **The 25% deep-soil minimum and 20% communal open-space requirement,** which provide a foundation for genuine canopy cover and amenity if matched with appropriate built form.
- **The 400 m maximum block perimeter, 40 km/h precinct-wide design speed, and prioritisation of pedestrians and cyclists** in the internal street network.
- **The stated objective** of introducing supporting retail and community facilities at ground level near transit and open space — our concern is that this objective must be translated into binding requirements rather than left as a permission.
- **The water-sensitive urban design framework** for streets, including bio-swales and 100% stormwater capture and treatment.
- **Housing diversity provisions,** including the minimum 10% three-bedroom requirement in larger developments — although this should be lifted further to support family-inclusive outcomes.

These are genuinely positive features of the draft. Our recommendations in this submission are intended to ensure they are not undermined by infrastructure gaps, an inflated yield target, or the absence of ecological and stormwater assessment.

Conclusion

The CRA acknowledges Canberra's housing pressure and supports well-planned infill in central, well-located parts of the city. North Curtin can be one of those places. But the draft DCPDD, as currently framed, prioritises development yield ahead of the infrastructure, services and environmental work that determine whether the precinct will actually be liveable — for the new residents and for the surrounding communities of Curtin, Yarralumla, Deakin, and the Molonglo Valley commuters who use Cotter Road every day.

We urge the National Capital Authority to amend the draft and its assessment sequence along the lines set out above. If the infrastructure and environmental work cannot be guaranteed in the DCPDD itself, one alternative —

and a way to honour both the National Capital Plan's garden-city objective and the surveyed preferences of the Canberra community — is to moderate scale to a medium-density built form similar to Braddon or Kingston while delivering on the housing-supply objectives.

Recommendation 6. Unless these infrastructure, services and environmental conditions can be guaranteed in the DCPDD or sequenced ahead of development, moderate the development target scale to a medium-density built form similar to Braddon or Kingston, to mitigate impacts on the surrounding network and amenity.

We would welcome the opportunity to discuss this submission with the NCA and to participate in any further consultation on the matters raised.

References

AECOM 2012

Mint Interchange feasibility study

https://www.cmtedd.act.gov.au/__data/assets/pdf_file/0014/601241/Documents-1-Part-1.pdf

SMEC 2013

Microsimulation Analysis to 2031 (SMEC June 2021 Traffic Report Microsimulation Analysis) Appendix A

Tom Barrett and Jamie Love 2012

Fine Scale Modelling of Fauna Habitat and Connectivity Values in the ACT region, Conservation Planning and Research, Environment and Sustainable Development Directorate, ACT Government

https://www.act.gov.au/__data/assets/pdf_file/0008/2539610/27-fine-scale-modelling-of-fauna-habitat-and-connectivity-values-in-act-region-2012.pdf

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Submission 67

I would like to make a submission in relation to the proposed development on the North Curtin Residential Area.

Comments on the proposed development:

- Insufficient detail provided on the impact the new development will have on Cotter Road and McCulloch Street. These roads are already congested from traffic coming from Molonglo Valley. A detailed traffic study is needed to determine what impacts the new development will have on these roads. More traffic increases road noise, increases commute times, and increases risks for cyclist and pedestrian safety.
- Physical footprint and density. The proposed development has a disproportionate focus on residential density which clearly goes against community expectations and the National Capital Plan - a garden city with open natural spaces. Buildings of 6 and 8 stories are not keeping with the garden city principles nor is it keeping with the communities expectations of buildings being no more than 4 stories high. Reducing density and keeping buildings to 4 stories will improve amenity and liveability for residents, reduce traffic congestion and pollution, while improving the functionality and aesthetic of the area. A reduced footprint will allow opportunities for more innovative spaces and open areas for recreation and relaxation. Canberra needs to showcase high quality green development that adds rather than detracts from Canberra's natural beauty. This development clearly isn't focused on this nor is it keeping with its broader Plan. Canberra can do a lot better.
- The height of buildings at 6 and 8 stories will create a visual eyesore for existing resident of Curtin. Buildings at a height of 4 stories will reduce this problem and with clever dense tree planting between Curtin and the new development could eliminate this issue entirely.
- The ecology park fails to provide sufficient barrier between Curtin residents on the outer fringes of the suburb. It is not clear whether the ecology park is large enough to deal with flood events.
- It appears this is only the first stage of further development in North Curtin. As this is only the first part of a larger urban strategy for the area, this development must be planned like a new suburb, not as a smaller annex to an existing suburb. Further assessment is needed to ensure other urban amenity are considered like shops, schools, childcare, open spaces, public transport, road infrastructure, environmental impacts and community expectations. Greater consideration of these issues must be done before this proposal is accepted and approved.

Cheers

Simon

Resident of Curtin.

Submission 68

Good afternoon

This submission covers two subjects in the Draft North Curtin Residential Area DCPDD - the tree canopy/green spaces, and road access. I note that the submission of the Curtin Residents' Association covers many more concerns and is importantly comprehensive. My interest in the report stems from a love of Canberra, of Curtin as a place to live, and a passion for the environment and how we can assist its wellbeing.

From the Draft report:

To plan, design and develop a precinct that integrates well with its surrounding environment, communities and movement networks.

P10. "Tree-lined streets, planted verges and bio-swales delivering urban cooling, canopy coverage and water-sensitive urban design elements.

Generous public realm with high quality materials to create welcoming, high-amenity streetscapes and parkland."

P11. "Expanded urban tree canopy"

I'm curious ... What is an expanded urban tree canopy? Is this the planting of trees as proposed in the imagined diagrams? If so, that's a good thing, but in the current climate situation I propose:

ACTION...

- the Government take the opportunity to double these plantings
- more planting on the western side of the medium density development
- more planting on the eastern side of the medium density development to mitigate noise and visual aspects, given its proximity to what will become a very heavy traffic area as Canberra expands and densifies
- establish and maintain a critical means of local government consulting, enforcing and monitoring this planting, including that it be done in advance of the building to maximise amenity once new residents move in.

RATIONALE...

- not only for the climate but also to assist rebuilding the bird corridor interrupted by the urban building, and documented in Richard Mulvaney's environmental report submitted to the Government.
- to form a wind break to the west and potential noise and visual barrier to the east across this new area, in addition to expanding bird and other habitat.

- the local Curtin Trees and Gardens Group volunteers (CTGG) could expand its current reach and recruit local new residents to care for these plants in conjunction with ACT Govt services.

To deliver a high-quality, connected public realm that contributes to the urban canopy and cooling, encourages active travel and incorporates water sensitive urban design.

Report p10 "Tree-lined streets, planted verges and bio-swales delivering urban cooling, canopy coverage and water-sensitive urban design elements.

Generous public realm with high quality materials to create welcoming, high-amenity streetscapes and parkland."

A QUESTION: If I live in the new North Curtin area and I'm coming home from working or shopping or dining in Woden, how will I access my apartment? By public transport..... what mode and by what route? Just look at the map - it's impossible to stay on main roads or access public transport. I need to use a car and trawl through Deakin suburban streets or through Curtin, via McCulloch St, turn right onto Cotter Road and right into New North Curtin. Or have I missed something? I could ride a bike, but not everyone can do that.

ACTION.....

Urgently complete the long planned overpass from Cotter Road to Adelaide Avenue/Yamba Drive. I believe this has been debated, deferred and ignored for rather a long time. Please do it NOW.

RATIONALE....

- Current pressure on McCulloch Street is out of control and must be alleviated.

- Future pressure on McCulloch Street is obvious. It is not acceptable.

- This overpass or connecting road solution is not new. It was - would you believe - already on the drawing board in 1975 when I was completing studies in Applied Geography - and our urban geography unit included an excursion to newly built Curtin and district, where we were shown the earth mounds built in anticipation of the original link loop from Cotter Road to Woden. The mounds are still there!!!! Construction is long overdue and **I urge you to check the records, the history, and the logic** of such a road.

- McCulloch Street has already become excessively busy and overused as a thoroughfare, not a regular suburban street.

Just sit at the bus stop near the Carruthers and McCulloch Streets roundabout for 5 minutes in evening peak hour and count the number of cars (bumper to bumper, but impatiently paused at the pedestrian crossing lights), their route (on Carruthers from the east and south, 170 degrees right turn through the roundabout and north along McCulloch) and their speed habits (fast as possible - gotta get home). Definitely not conducive to a suburban street, and

most likely generated by the absence of careful planning of medium density thoroughfares in the broader region, and new housing development in Molonglo. **Your planners 10 years ago would have seen this log jam coming!**

- I note that the sign at the southern end of McCulloch Street that *used* to say "No heavy trucks and vehicles thoroughfare" has been removed.

DISCLAIMER - I live in Curtin but not in McCulloch.

I am a Curtin resident of 35 years and I want others to be able to live in an environment that we've *all* given some thought to. It's still a treasure to me the street community, the suburb - and indeed Canberra - as a place to live. I'm also a volunteer member of the Curtin Trees and Gardens Group, formed in about 2012 to revitalise the garden area around the John Curtin Memorial wall on Carruthers Street near the shops, and in more recent years planting and nurturing public spaces and trees in the suburb.

Kind regards

Judith Gates

Submission 69

We are writing with comments on the above draft DCPDD for the North Curtin Residential area.

We appreciate the need for new and different housing options for Curtin and Canberra generally – and welcome the careful management of urban ‘infill’ that takes account of Canberra’s ‘bush capital’ look, feel and experience.

The key words in the draft document, from our perspective, are “integrated” and “reflecting character and setting”.

The new residential area appears to provide for town houses and apartments from between 3-8 storeys – yet apart from the development at Curtin shops, most of the residential dwellings in Curtin are no more than 2-4 storeys. We would have thought that a development with a range of options between 2-4 storeys would better reflect the character of the suburb and the garden ‘feel’ of the area.

Although we couldn’t see an estimate in the document for the population envisaged by this proposed development, we have seen an estimate of some 2,500-3,000 people. This is approaching the scale of suburbs such as Deakin and Yarralumla which suggests that this needs to be approached almost as a new suburb – with the appropriate planning around transport, the environment and public amenities.

For example, McCullough Street is already becoming a heavily used corridor off Cotter Road. With the additional traffic to and from a new suburban development, McCullough Street as currently constructed would be wholly inadequate to cope with such additional traffic. If the proposed connection at the Cotter Road junction only allows traffic to head north, this is likely to impose an additional unacceptable load on exiting road infrastructure – and we can be reasonably confident that most of the residents in the proposed new development will have at least one car. What the public transport options are for residents will become more important in this context. Equally, recent storm events have highlighted pressures on existing storm drains and other water courses. A thorough study and understanding of the impact of such events, and how proposed areas such as the water ecology park will be able to deal with such events, should be a priority.

The North Curtin area in this proposal also involves a range of environmental amenity – both plant and animal. We assume a full environment impact assessment will be completed before planning regulations are finalised.

We look forward to further discussion on the proposed development.

Yours sincerely,

Peter & Elizabeth Yuile

Submission 70

I have read the NCA proposal for the North Curtin Residential Area. I endorse the Submission of the Curtin Residents Association. In particular, I have the following concerns:

1. The proposal is in a very premature state- to call it a dogs' breakfast would be kind. Much more work is needed to integrate the various aspects and organisational responsibilities into a single document capable of implementation. In its present form it invites scepticism. It is big on large friendly AI graphics, but light on specifics, and replete with vagueness.
2. What is actually proposed is a new, high density dormitory suburb- it needs to be developed as such. Characterising it as 'North Curtin' is a misnomer, and misleading, implying that it is only an extension of an existing suburb. Given its total lack of integration with the rest of Curtin, it may as well be called 'South Brickworks' or 'South Yarralumla'. This distinct status needs to be acknowledged and acted upon in all aspects of planning and implementation.
3. It will be remote from existing facilities. The Curtin Shops will be over 1.4 kilometres away via the most direct pedestrian pathway. A private vehicle will be a necessity, but the plan allows for only very limited numbers of these. A frequent bus service will be essential. References to Light Rail Stage 2B as a transport option are hardly relevant, since it is not planned to stop there, and in any case, its completion date is likely at least a decade away.
4. The introduction of another 3000 or so residents will add significantly to local traffic. Traffic on McCulloch Street already reaches saturation at peak hours. Location of access on the Cotter Road will increase congestion on that road also. A traffic study needs to be prepared and released for public consultation.
5. As the North Woden area has developed, the North Curtin area has become increasingly significant as a reservoir for biodiversity, and as a corridor for wildlife. Preparation of an environmental impact statement is essential.

David Menere

Submission 71

Submission on the Draft Detailed Conditions of Planning, Design and Development (DCPDD) for the North Curtin Residential Area

The proposals in the draft Detailed Conditions of Planning, Design and Development (DCPDD) documents for the North Curtin Residential Area gloss over one stark fact: the proposal is for a new suburb's worth of dwellings (and their residents) on an area that is rather less than a tenth of the size of the current residential area of Curtin.¹

This means that this 'new suburb' needs sufficient and appropriate infrastructure, specifically shops, childcare, local businesses and even a school².

Infrastructure

Expecting the new residents to shop in the Curtin Group Centre ignores the fact that parking is already difficult there at many times of the day, and will be stressed even more by the 100 new dwellings approved nearby. Additionally, although Curtin shops are classified as a 'group centre', it is much smaller than most other ACT group centres, with very limited opportunity for expansion. New shops in the North Curtin Residential Area would not only benefit the residents living there but also existing Curtin residents—but provision of good car parking, with EV charging stations, is essential.

However, the provision of shops and small businesses must be managed well, and for the benefit of residents, as acknowledged by Homes, Homelessness and New Suburbs Minister Yvette Berry, who said that 'previous releases in Coombs and Wright had been too prescriptive, which the market had not received well. Ms Berry said it was a matter of getting the balance right so that the community could expect facilities, while also ensuring that development on the land in question would be viable'.³

Although the water ecology park has been given some prominence in the plans, there is little in the documents to suggest that this will be suitable for different types of recreation for use by all Curtin residents and visitors, and nothing to suggest that the park will contain facilities, such as toilets, that are much-needed by users. As well, practical infrastructure works are needed to control flooding and other extreme weather events to ensure that local housing and residents are not adversely affected.

Other jurisdictions acknowledge the importance of well-thought-out and people-friendly infrastructure in high-density housing developments. As the acting general manager of Hornsby Shire Council said: "Often what's missed in the [call for more] density ... is you also need to support that with infrastructure, having the bush walks and the mountain bike tracks and all those sorts of things".⁴ Talking about the same developments in Hornsby, NSW—but equally applicable to the North Curtin Residential Area—Elisa Palazzo, a senior lecturer in urban design at UNSW, said: "We need houses, we know that...but we also need public spaces. Most of this housing will be apartments, and apartments need a provision of public space higher than that of normal single-family households."⁴

The 'public space' in and around the apartment blocks shown on the plan is minimal, and the proportion of trees is below the percentages recommended for canopy cover in the ACT.

Notes

1. The number of dwellings proposed for the North Curtin Residential Area is 1,200 on 13 hectares, a density of over 92 dwellings per hectare (similar to Singapore). This is nearly 55% of the number of dwellings in Curtin (currently reckoned to be 2,200). There are suburbs in Canberra with fewer dwellings, such as Oxley (626 dwellings) and Throsby (733 dwellings). Reference: Australian Bureau of Statistics, *2021 Census of Population and Housing*, Canberra: ABS.
2. For comparison: Throsby has its own primary school.
3. Reference: Bushnell, Ian, "Not the cash cow that they were": Budget to rely less on greenfield land sales as infill share increases', *Region*, 9 June 2026, <https://region.com.au/not-the-cash-cow-that-they-were-budget-to-rely-less-on-greenfield-land-sales-as-infill-share-increases/972762/>.
4. Reference: Visser, Nick, "We forget how bloody good we are": old quarry atop extinct volcano transformed into Sydney's newest bushland park', *The Guardian*, 8 June 2026, www.theguardian.com/australia-news/2026/jun/08/hornsby-park-redevelopment-sydney-quarry-extinct-volcano-bushland.

Roads and traffic

The North Curtin Residential Area development will exacerbate the existing traffic problems on Cotter Road, McCulloch Street, Carruthers Street and Theodore Street. The density of traffic on existing roads in and around Curtin will be increased and the safety of pedestrians will be further eroded.

An interchange (called the 'Mint Interchange') was proposed many years ago (in the earliest plans for the new suburbs of the Woden Valley in the 1960s, I understand) and it is still the most effective and efficient plan to carry traffic from Molonglo and Weston to north Woden suburbs, Deakin and south Canberra. This interchange was first detailed in a December 2012 Pre-Feasibility Study conducted by AECOM for the Land Development Agency, but the decision to build it stalled. This interchange must be constructed before the development at the North Curtin Residential Area, to minimise disruption to both existing and new Curtin residents.

I live just off Theodore Street. It is difficult to drive on to Theodore Street at certain times of the day. As a pedestrian, I find that crossing Theodore Street is dangerous for both adults and the many schoolchildren who catch buses.

The 'rat running' through Curtin will only get worse with the North Curtin Residential Area, the Yarralumla Brickworks development and the growth of Molonglo. The increased traffic from these developments makes implementing this interchange essential.

Submission 72

. Planning must be made for facilities such as schools, transport connections, shops and car parking. It is almost impossible to presently find a car park at the Curtin shops. Shoppers will not walk far carrying heavy fruit e.g. oranges, apples and vegetables e.g. potatoes, pumpkin and liquids e.g.milk etc.

. Buildings of four stories or less would sit more happily in Curtin's garden city environment. Three thousand more people would overwhelm Curtin especially as more developments have been planned for Curtin.

. Stormwater run off will be much greater with so many hard surfaces and less open ground to absorb it.

P. Swaffield

Submission 73

To whom it may concern

As a resident of Curtin for 36 years, and a soil scientist who understands hydrology and climate impacts on our life style, I believe the North Curtin development proposal will be an environmental disaster.

Reasons:

1. Replacing the horse paddocks with concrete will increase the heat island effect. We need more vegetation cover, Canberra has only 20% and this is falling with tree canopy and grasslands destruction which will occur with this development. Singapore has almost 50%.
2. Old people in the 1200 units have no easy walking access to Curtin shops.
3. Children in units will have no accessible schools, Curtin and Yarralumla schools are at capacity.
4. The whole hydrology and drainage of the development area will be a disaster, the current drainage system can't cope at present.
5. The new development will increase the size of Curtin's population by 100%, we don't have the current infrastructure for the current population of Curtin, especially as the road access along the Cotter Road and McCulloch Street is bursting now already, let alone what will happen if this plan goes ahead.

Please consult me if more detail is needed.

Dr. Richard Greene

Submission 74

SUBMISSION IN RESPONSE TO DRAFT DCPDD – NORTH CURTIN RESIDENTIAL AREA

Thank you for the opportunity to comment on the draft Detailed Conditions of Planning, Design and Development (DCPDD) for development on the North Curtin Residential Area.

There are many issues relevant to the DCPDD that are not adequately addressed in the draft document or are sidelined to be addressed by the ACT Government. These issues have been comprehensively addressed by the Curtin Residents' Association in previous submissions to the planning process and will, I expect, be detailed again in their submissions to the draft DCPDD.

I fully support the concerns expressed by the Curtin Resident's Association, particularly those concerning excessive density and "missing middle" housing, the need for a traffic study and design of a new suburb rather than tinkering with an extension to the already oversized suburb of Curtin.

As someone who has been living in north Curtin since 1986, I know the local traffic problems and the challenges that face those trying to get to and from work using Cotter Road. I also know the challenges facing those trying to work from home and raise children in homes that don't have dedicated workspaces. With these issues in mind, my comments supporting those of the Curtin Residents' Association are as follows:

Who is expected to live there? The proposed properties will be expensive, because north Curtin is an expensive area in terms of land value and rates, but those with the means to buy may expect 'suburb-level' amenities on-site, rather than a car/bus ride away. Apartment developments will likely involve body corporate fees, thereby adding another layer of ongoing expenses for buyers. The more amenities, the higher the body corporate fees. The more lifts and pools to maintain, the higher the body corporate fees. These fees can make an apartment which is affordable to buy, unaffordable to maintain. The alternative is that the apartments will be bought by investors who don't live there and don't care, resulting in a significant proportion of rental apartments. The profile of anticipated residents is not clear from the draft DCPDD.

Under the draft DCPDD, studio and one-bedroom apartments could constitute 50% of the proposed development. Whilst they will be least expensive to purchase, whose needs will they be meeting and will other aspects of the development be consistent with their needs regarding quality of life, community connection, services, and transport. The current proposal envisages the North Curtin Residential Area as an extension to the existing suburb of Curtin, rather than a stand-alone suburb with its own identity and community hub. Very few (if any) suburbs of this proposed population size exist without a local shopping/service centre, or face demand that there be one.

Excessive density and “Missing middle” housing. The latest Housing Supply and Land Release Program, released as part of the 2026 ACT budget, has already been criticised by both the Master Builders ACT for insufficient stand-alone homes, and the CEO of the Real Estate Institute ACT for insufficient diversity. The CEO of the Real Estate Institute ACT was quoted as saying "There's a lot of talk about building one-bedroom units as sort of a solution to the supply problem in the ACT, but we already have a lot of one-bedroom units,". <https://www.abc.net.au/news/2026-06-09/act-government-land-release-housing-supply-plan/106775294>. The DCPDD should respond to the need for ‘missing middle’ housing and provide more options for ground floor living with courtyard/garden space for those who choose it. Ground floor space set aside for possible services is a missed opportunity to create street-life and neighbourly interactions between those living at ground level. Density would suffer, but quality of life for residents would improve.

Working from Home is the new Norm. With more people working from home, there is a greater need for extra space to accommodate workspaces and enable privacy, whilst also maintaining connection with the outside world to avoid social isolation. Studio and one-bedroom apartments are insufficient for working from home, even for single people. Couples working from home would find them totally inadequate, particularly if children are involved. A greater proportion of two- and three-bedroom apartments, with adequate space inside and outside would offer greater diversity of housing choices.

Light Rail 2B can't be relied upon as a transport source. In the context of the 2026 ACT Budget Chief Minister Andrew Barr was quoted in the Canberra Times casting doubt over the future timeline of the light rail extension to Woden, saying that the contract to extend light rail from Commonwealth Park to Woden will not be signed until after the 2028 ACT election. Better information about the availability of public transport for the North Curtin Residential Area is essential to understanding residents' likely reliance on cars and the potential additional traffic generated by the area.

The traffic management plan for the proposed development is very limited and totally inadequate. The inclusion of traffic lights to regulate traffic entering and exiting the new site will not address the existing problems caused by the amount of traffic from Belconnen, Molonglo and Weston Creek transiting the Curtin area, particularly at peak times. It will add to them. The amount of traffic flowing through McCulloch Street and around the Carruthers Street roundabout at peak times makes it difficult and dangerous to try to cross Carruthers Street from both Allen Street and Theodore Street. This directly impacts school children from Curtin Primary, Holy Trinity Primary and Alfred Deakin High School. The density of the proposed development directly impacts the traffic implications for the surrounding area and must be better understood and managed.

I recently attended the joint National Capital Authority and Suburban Planning Agency presentation at the Southern Cross Club and left concerned that the implementation of the DCPDD could be easily undermined by local planning decisions and/or timeframes or

influenced by developers. To ensure that the North Curtin Residential Area is developed in a way that best benefits future residents without disadvantaging current residents of Curtin and surrounding areas, the issues identified by the Curtin Residents' Association need to be addressed before finalizing the DCPDD.

Fiona Proctor

Curtin

Submission to NCA Consultation on Draft North Curtin Residential Area - Detailed Conditions for Planning, Design and Development (DCPDD)

<https://www.nca.gov.au/planning/public-consultations/northcurtindcpdd>

Executive Summary

I have written this submission as:

- a Curtin resident who supports the proposed development, and
- whose property adjoins the proposed 16ha Water Ecology Park.

My prime areas of interest are the:

- proposed 16ha Water Ecology Park, and
- what information technology constructs could be in place to support the development throughout its whole life cycle.

I've attempted to present constructive material that will be useful to the NCA in the next stage of the planning process. I recognise a key goal of the DCPDD is to articulate development conditions, but with the scant level of detail it is hard to provide specific feedback that's potentially useful for the next stage.

However, the presented level of detail does provide intent and it raises important questions that I feel should be addressed during the next stage of planning.

I fully believe there's an opportunity to create a world-leading Water Ecology Park and I'm excited to have the opportunity to do this submission.

1 Yarralumla Creek

Yarralumla Creek is central to the proposed 16ha Water Ecology Park.

For nearly 40 years I've lived alongside Yarralumla Creek and seen it change from trickling flow to a full raging torrent.

In this submission I've presented some research on Yarralumla Creek as I feel it's always good to understand what one is commenting on.

1.1 Yarralumla Creek History

Studying the creek's history helps understand its natural state and behaviour.



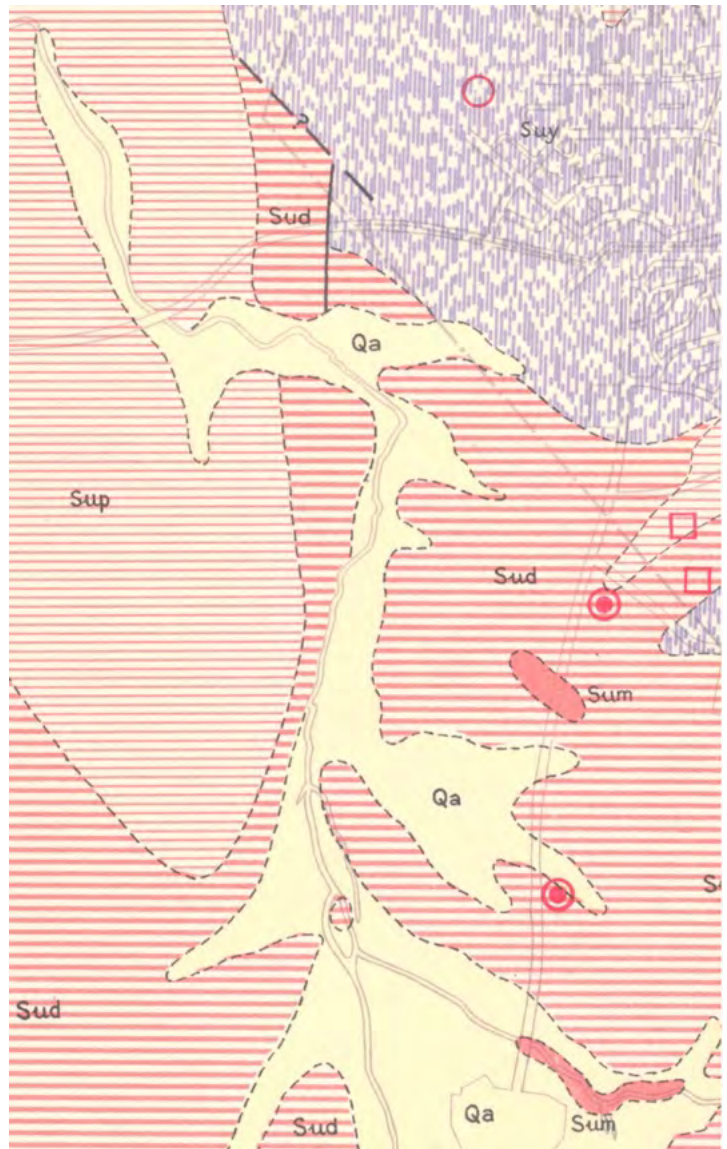
The first detail (Figure 1) I could find on Yarralumla Creek was <https://nla.gov.au/nla.obj-369604284/view> from TROVE with an aerial photo taken 1950? This shows the creek with pastures around it and no artificial human-made containment.

The second detail (Figure 2) I found was <https://nla.gov.au/nla.obj-364655259/view> from a survey map of Canberra City District geology dated March 1956 that was drawn and reproduced by the Department of National Development. MAP G8984.C3C5 1959. The keys in this map include:

- Qa = Recent to Pleistocene Undifferentiated = Young geological deposits, formed during the last 2.6 million years, that have not been subdivided into distinct units. Often associated with creek and river alluvium, floodplain deposits, and/or colluvial material washed from surrounding slopes.
- Sup, Sud, and Suy = Upper Silurian formations of rock of late silurian (about 425 million years old).

The key detail from this geology survey is the presence of the natural flood plain of the creek as shown by the yellow Qa area.

The creek's natural ecological state was modified around 1960/61 when it was enclosed on a concrete channel (as shown in following photographs).



1.2 26 January 1971 Flood

On 26 January 1971, seven people, aged between six and 20 years, lost their lives when a super cell thunderstorm caused widespread flooding in the Woden Valley.

Rainwater filled the Yarralumla Creek and debris blocked the causeway with the water backing up and flooding over the causeway and engulfed over a dozen cars.

I've included some photographs at the time (Figure 3) where the extent of flooding can be seen, the causeway which blocked the main flow, the creek in full flow, and subsequent damage to the creek's concrete lining.



1.3 Report on Design and Construction Aspects

The report by the Department of Interior and the National Capital Development Commission (NCDC) to the 1971 Flood <https://catalogue.nla.gov.au/catalog/352121> includes a report on Design and Construction Aspects.

The section on Yarralumla Creek mentions preliminary surveys of the Yarralumla Creek Valley in 1959 which included inspections of the eroded channels and their catchments. A detailed study of the drainage requirements of the Valley was considered a prerequisite of any detailed land use planning.

In 1961 the Department of Works provided an analytical study of the Yarralumla Creek Valley drainage which defined the basic principles and standards for the design of the main drainage and structures. This enabled the NCDC to:

- proceed with the design of the channels, and
- allowed the location of its roadworks, its parklands and its urban areas to be defined.

The principles adopted from this report were that the drainage should be handled in open channels to cope with the 10-year flood and that land provision for a waterway adequate for the 100-year frequency flood should be provided within the reserves or park strips surrounding the open channels.

This is in accordance with the recommendations of the Technical Committee No. 2 of the Institution of Engineers Stormwater Standards.

1.4 Current State of Yarralumla Creek

There is now no chance of a repeat of the 1971 tragedy given the height of the bridges now over the intersection of Melrose Drive, Yarra Glen, and Yarralumla Creek (see Figure 4).



Figure 4 - Northern Bridge over Melrose Drive Yarra Glen Intersection

However, the creek's open channel lining isn't so lucky and is ageing where significant storm events (such as 21Sep22) are causing pull-aways. I've included representative photos (Figure 7) which show a similar channel lining failure mechanism to what happened in 1971 (as shown in bottom right photo at Figure 3).

1.5 Current Flood damage to other infrastructure

There's also an issue with the active travel bridge directly upstream of the proposed development where the level of the most recent flood reached the bridge (Figure 8) causing damage which has put the bridge out of commission until repaired.



Figure 5 - Active travel bridge directly upstream of the proposed development

There also appears to be more serious – but less visible – damage to this active travel bridge (Figure 8) where cracks are appearing in the bridge's foundations consistent with tension failure in the concrete. A contributory aspect to this failure is also visible in the top-left corner of Figure 8 where you can see strike marks on the structural I-beam of the bridge, possibly caused by heavy objects being swept down in the flood, which would have caused impact forces to be transmitted through the structure to the foundations.

Finally, Figure 9 shows Feb 2026 Flood damage to building and bicycle path South of Melrose Drive Yarra Glen Intersection.

PAGE BREAKS USED BELOW TO SEPARATE PHOTOS



Figure 6 - Recent and current damage to creek lining



Figure 7 - Foundation & I-beams active travel bridge directly upstream of the proposed development

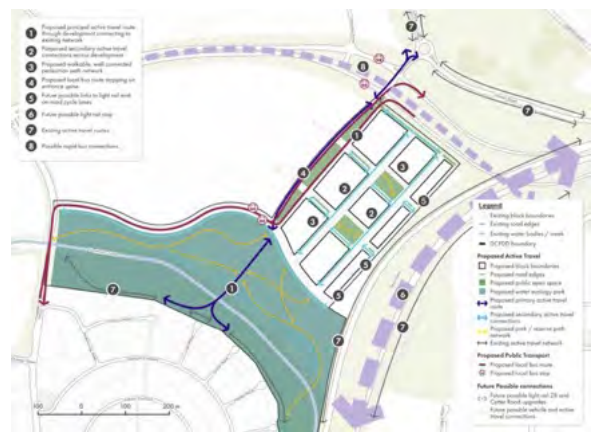


Figure 8 - Feb 2026 Flood damage to building and bicycle path South of Melrose Drive Yarra Glen Intersection

1.6 Possible Future for Yarralumla Creek

DCPDD proposes at least two active travel bridges and the design of these should learn from current bridges.

My suggestion is higher and lighter span bridges, but this becomes a design detail I would love to see and be involved in review as a community member.



DCPDD Fig 8 suggests the channel will be widened.

I'm most interested in the extent to which the creek channel will be widened, both traverse (as shown in and longitudinally (along the creek's length).

I see this as an opportunity to restore the creek to its natural state as detailed above.

I'm also questioning the design from 1950's of using open channels with concrete linings that are now failing.

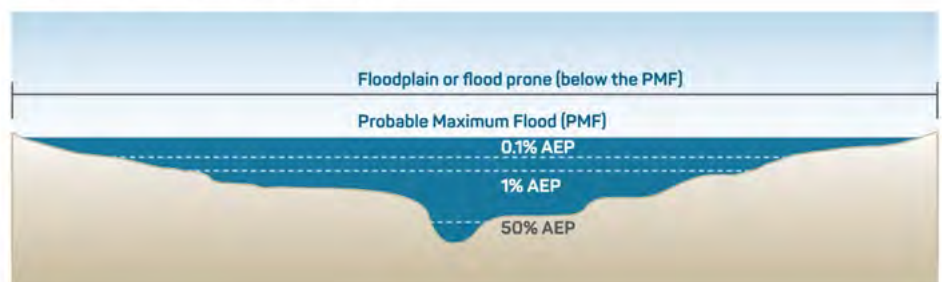
This questioning is framed in terms of Figure 9 - Australian Disaster Resilience Handbook Collection Handbook 7: Managing the Floodplain: [A Guide to Best Practice in Flood Risk Management in Australia](#).

I don't have the answers here but hope I've provided sufficient detail to raise awareness and trigger discussions with the community.



Note: flood conveyance, flood storage and flood fringe areas vary with the severity of the flood event

Figure 2.1 Defined flood event showing some key terms



AEP = annual exceedance probability

Figure 2.2 Floodplain and probable maximum flood

2 Information technology constructs to support the development throughout its whole life cycle

Industrial engineering practices are moving towards digital twins and information-model-based approaches as opposed to document-based approaches.

One of Australia's leading practitioners in this space is [Professor Melinda Hodkiewicz](#) from the University of Western Australia. A good couple of sides from her are [From documents-based approach to information model-based approach](#).

Space does not permit me to detail what's involved with information-model-based approaches but there are many benefits that should be considered by Australia's governments.

I have many questions with the development, including:

- Will runoff from the development alone sustain the wetlands?
- Will supplementary water be required?
- Could water be lifted from Yarralumla Creek?
- What are the long-term operating arrangements?
- Extent of channel widening?
- Bridge design criteria?

and it would be great if I could access some online models to answer my own queries.

2.1 Community Engagement

The proposed Water Ecology Park demonstrates how a small local project can connect to a much larger community picture.

For example:

- there are 28 residential properties that directly adjoin the proposed Water Ecology Park (with me being one of them),
- a similar approach could identify properties adjoining Yarralumla Creek, and
- over time this could scale to broader community engagement across entire catchments.

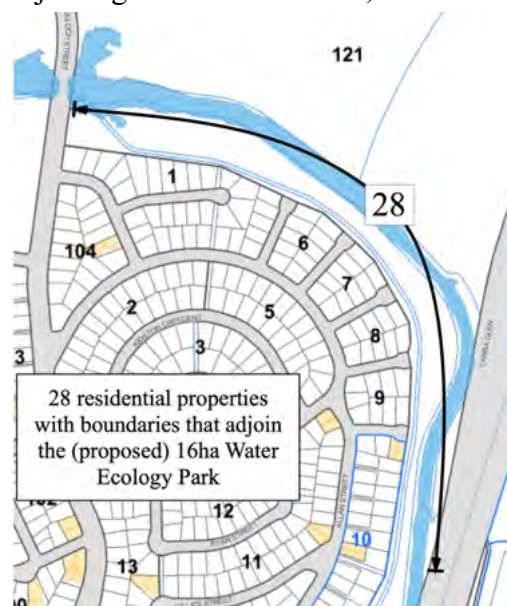
Residents in these 28 residential properties are likely to be interested in detail associated with the proposed 16-hectare Water Ecology Park on their back doorstep and may wish to join a community group focused on the park and engagement with government.

Importantly, this is not just a technical issue. It is a social and community issue.

Many people naturally think in terms of traditional document-based processes because is what they are familiar with. Internationally, however, engineering and infrastructure sectors increasingly moving toward information model-based approaches where information can be linked, reused, mapped, searched, and understood more effectively over long periods of time.

The proposed workspace would support:

- transparency,



also
that
are

- continuity,
- community participation, and
- gradual development of shared knowledge.

This could include:

- scanned historical photographs,
- oral histories from long-term residents,
- environmental observations,
- planning documents,
- consultation material, and
- mapping information.

During the last few weeks I've spoken with local residents who have lived beside the creek for decades and hold important local knowledge that would otherwise be lost over time. Structured community-based repositories allow this knowledge to be preserved and shared respectfully.

Community-based collaboration platforms can be linked with government-based information models to provide greater knowledge reuse for everyone's - including community, developers, & environment – benefit.

2.2 Multiple Perspectives

Many people view this project differently.

Perspectives include:

- residents;
- ecologists;
- cyclists;
- visitors;
- maintenance crews;
- emergency services;
- future generations.

Collaboration platforms and information models need to support multiple perspectives.



2.3 Bridging such collaboration platforms

The best technology for bridging these collaboration platforms is called Linked Data.

Here in Australia, we have the Australian Government Linked Data Working Group (AGLDWG) who are very knowledgeable in this space.

About Alastair Paton

Alastair Paton is a semi-retired Canberra-based systems engineer with a career spanning mechanical engineering, safety-critical systems, digital engineering, national security, and infrastructure-related systems.

He began his engineering career in Western Australia around power stations and heavy industry before returning to Canberra where he worked on a range of software-intensive control systems including submarine systems and large-scale building control systems. Across his career he has performed roles including systems engineer, configuration manager, quality manager, project manager, and business analyst.

Alastair currently serves as an independent Co-chair of the Australian Government Linked Data Working Group (AGLDWG), where he focuses on improving how governments and organisations share and manage complex information.

He prides himself on bridging the gap between people and their systems, with a strong focus on practical outcomes, collaboration, and long-term sustainability.

Parallel to his engineering career, Alastair served for 36 years part-time in the Royal Australian Naval Reserve. Since recently retiring from military service, he has increasingly focused on applying his professional experience to community and volunteer activities within Canberra.

His interest in Yarralumla Creek and local environmental systems is both professional and deeply personal, drawing on childhood experiences growing up in Canberra's southside and long-standing love of Canberra's natural environment.

Alastair Paton (Mr, AL, [Tiddalik](#) the frog)
MIEAust CPEng NER APEC Engineer IntPE(Aus)
[National Spirit of GovHack \(2017\)](#)
[AGLDWG](#) Independent Co-Chair
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10Jun2026

Submission 76

Submission about the Draft North Curtin Residential Area Detailed Conditions of Planning, Design and Development

INTRODUCTION AND OVERVIEW

I have lived in Canberra for about 45 years, initially in Hughes and subsequently in Curtin. I have also lived in high population and dwelling density areas of cities in north-eastern USA. So, I have direct experience of both low dwelling and population density, suburban living and high dwelling and population density urban living

I support densification of Canberra and new housing in this area is welcome; however this support is contingent on densification being done well: how densification is done is critically important. Unfortunately, the current proposal – the draft North Curtin Residential Area Detailed Conditions of Planning, Design and Development (DCPDD) – fails this critically important "densification done well" test.

The focus for planning, design and development of this new residential area must be:

- fostering the well-being of its residents;
- fostering the creation of a community;
- integration within the broader urban context of the site; and,
- the environmental impact of the proposal.

The draft DCPDD only contain a proposal for the area within the Curtin Diplomatic Precinct. This is understandable given the remit of the National Capital Authority.

However, the community evaluation of this proposal necessarily has two components:

- **within the site (covering fostering the well-being of its residents and the creation of a community and the environmental impact of the proposal); and,**
- **interaction of the proposal with, and its impact on, surrounding urban areas (integration within the broader urban context).**

Unfortunately information essential for evaluating the environmental impact of the proposal and the interaction of the proposal with, and its impact on, surrounding urban areas is not included as part of the information package for the proposal. Consequently, the draft DCPDD must not be finalised until after public consultation on missing information, such as an environmental impact study; a traffic impact study; and, the Draft Southern Gateway Planning and Design Framework.

I have read the Curtin Resident's Association's submission about development in the North Curtin Residential Area and I support all points made in this submission.

SPECIFIC ISSUES

1. The North Curtin development must be planned in a holistic way as a new suburb.

This has not been done.

The proposed development would add the population of a typical Canberra suburb (2,500 to 3,000 people). The objective to *Introduce supporting retail and community facilities* is welcome. However, the proposal does not include the community facilities associated with a suburb in

Canberra: there is no local centre with a supermarket, for example. Nor is there a community hub - a place for the community to gather and socialise. Both are essential if this is going to be a good place to live.

Also, given the large distance between this area and existing facilities, a range of local facilities is essential to realistically reduce car dependency. This includes day-care, at least the first few years of schooling (like the Lyons Early Childhood School), health services, and recreational facilities. None of this is included in the current proposal. These facilities should be required, not left to the market or for years after people move in.

The draft DCPDD must be amended to include a local centre with a supermarket and a community hub - a place for the community to gather and socialise.

2. A traffic impact study is essential for assessing the impact and interaction with existing suburbs.

Road connections are proposed to Cotter Rd and McCulloch St, Curtin. Both are already very busy and congested with peak hour traffic. The traffic impact of placing such a large number of people in such a small area will be very high. So, a traffic impact study is essential information for public consultation.

The draft DCPDD must not be finalised until after a traffic study is released for public consultation.

3. Infrastructure such as the Mint Interchange is critical

The North Curtin Residential Area is part of the ACT Government's Southern Gateway Corridor between Parliament House and the end of the Woden Valley. ACT Government plans for this Corridor are likely to include infrastructure, possibly including the Mint Interchange which would provide a connection from Cotter Rd towards Woden and reduce much of the existing and likely future traffic congestion in this area. Will this be built? Knowing this is critical information for assessing the interaction with, and impact on, existing suburbs. An ACT Government spokesperson said in mid-May that the Draft Southern Gateway Planning and Design Framework will be on public consultation in mid-June 2026.

The draft DCPDD must not be finalised until after public consultation on the Draft Southern Gateway Planning and Design Framework.

4. Plan and design for liveability rather than yield.

The current proposal has been designed to "maximise development yield", i.e. maximise the number of dwellings (see page 39 of the draft DCPDD). This is at the expense of designing for well-being, fostering community and good liveability. There is a good evidence base about how to do this; for example, *Healthy Higher Density Living for Families with Children* (Western Sydney Local Health District, 2024) and the High Life Study (<https://www.rmit.edu.au/research/centres-collaborations/centre-for-urban-research/current-projects/the-high-life>)

The draft DCPDD must be amended to incorporate evidence-based design for well-being, fostering community and good liveability.

5. An environmental impact statement is essential.

North Curtin has high biodiversity including endangered species, including the Golden Sun Moth and the Superb Parrot: see <https://curtinresidents.asn.au/wp/> for a full report.

According to the ACT Government's Woden District Strategy *Development should acknowledge biodiversity values in this area including Golden Sun Moth habitat to the north*. These environmental values been ignored; for example, the draft has buildings on top of the Golden Sun Moth habitat.

The draft DCPDD must not be finalised until after public consultation on their environmental impact.

6. The impact of climate change

Recent high-intensity rain events have made residents of the northern part of the Woden Valley very conscious of flooding. The North Curtin Residential Area is flood prone, and flash flooding is getting more likely with the intensity of rain events increasing markedly with climate change.

A holistic plan that shows how development would deal with high-intensity rain events associated with climate change is essential.

The North Curtin Residential Area is currently a significant urban heat island. Given the serious adverse impact of urban heat in peoples' health and well-being, **modelling is needed to demonstrate how the proposed development will not be an urban heat island.**

7. A medium density 'missing middle' development would alleviate many of these issues

The North Curtin Residential Area is an ideal site for 'missing middle' housing. This is what the Canberra community wants: 85% of respondents to an ACT Government survey wanted buildings of 4 storeys or less on this site. Housing on this scale would enable "a landscape response which supports the image of a garden city of national and international significance" as required by the National Capital Plan.

Replacing the current proposal with a medium, rather than high, density development would be a significant densification project for Canberra and a major contribution to the ACT's need for housing (as identified in the ACT Housing Choices report). A medium density development would be one with a dwelling and population density similar to Braddon or Kingston.

Ian Elsum

contact: ianrelsum@gmail.com

Submission 77

To whom it may concern

As a resident of Curtin, I am concerned about the proposed development. I believe that the NCA and the ACT planning authority don't coordinate in this supposedly planned capital. There is a lot of buck passing about who is responsible for what, with disasters waiting to happen and some have already happened. With just one intense rain event, people in Garran lost their cars to flood water, and some still don't have access to their garage for their replacement car. The Ivy units in Woden has a torrent of water destroying the underground car parking facilities and trapping people in their units. Any sensible planner would have known that the pace of developer driven development was not thought through and not only would previous flooding recur, it would be so much worse because of the lack of grassland to soak up rain and buildings too close to creeks prone to flooding.

At present, the Cotter road and McCulloch Street are crowded at peak times. With Molonglo expanding as well, travel will become impossible without well designed roads and intersections. To suggest that people will walk 1.5 kilometres to catch a tram, which only goes to Woden or Civic, is ludicrous, especially as there is no guarantee that it will be built in our lifetime. There is not enough provision for private cars, or a feasible bike path.

If you build a new suburb, which this is going to be, you need facilities. Good roads in and out, provision for enough parking for families, and schools and supermarkets within easy walking distance., None of this seems to be part of the proposal.

By all means, build much needed accommodation, but plan it properly before a single sod is turned. This was once a well designed city, where people could walk to shops, recreation facilities and nearby public transport. Let's be ambitious to show what can be done. Please don't abrogate responsibility and say it's the job of the ACT government. They don't have a great planning record anyway. And please don't ignore community consultation. So often in Canberra, authorities pretend to listen and do whatever they and the developers wanted all along.

Maria Greene

Submission 78

Dear Sir/Madam

I write to provide feedback regarding the Draft Detailed Conditions of Planning, Design and Development (DCPDD) for the North Curtin Residential Area.

Like a significant number of residents of Curtin, I hold deep concerns about the proposed development of North Curtin. These concerns arise because of the proven repeated failure of the ACT government to engage in any form of barely adequate planning, including the critical steps of traffic modeling, social and environmental impact assessment and integrated planning, which considers cumulative and compounding impacts, including the impacts of several residential developments and years of significant traffic disruption due to the proposed light rail, that are now concurrently planned for Curtin as well as the neighbouring/adjacent suburbs of Yarralumla, Woden, Hughes, Deakin and Garran.

Traffic and parking impacts:

Currently, Curtin serves as a rat-run for commuters, workers and customers travelling to and from either Woden or the significant employment/health hubs of Deakin and Garran via major arterial roads. At peak times, traffic on McCullough and Carruthers Streets, Cotter Road and Lady Denman Drive is already at a stand-still thanks to rampant, poorly planned and serviced residential developments at Woden, Lyons, Phillip and the Molonglo Valley, none of which are adequately serviced by public transport.

As the NCA should be aware (the ACT government certainly is), multiple high-rise residential plans have now been approved for Curtin which will dramatically compound these already significant traffic congestion problems. These include approval (despite community concerns and opposition) of the development of hundreds of apartments at a site opposite Curtin shops for 'affordable housing' which features totally inadequate residential parking, a site adjacent to Holy Trinity Primary School, and the development of a dementia village on the site of the old north Curtin primary school, which will destroy a fit-for-purpose educational facility in an inner-south suburb that is going to see it's residential footprint – and demand for educational and child care services - triple.

The NCA makes scant reference to the compounding impacts of the huge residential development in Yarralumla that is located nowhere near the light rail which will create a commuting hell of its very own on the doorstep of the proposed North Curtin development, or how these gridlocked streets are going to cope when embassies are eventually built adjacent, creating further construction and commuter havoc.

No traffic modelling has been provided to demonstrate how these already congested streets will cope with these impacts. This is unacceptable and cannot properly be deemed 'planning' when such a central feature and impact is unaccounted for.

Curtin residents struggle to find a car park at their shopping village at 11am on any given Tuesday and are stuck in gridlocked traffic attempting to drop off and pick up their children at Alfred Deakin High School every single morning and afternoon.

Traffic around Alfred Deakin High School is already at dangerous levels thanks to the significant numbers of commuters employed at major federal government agencies, including the NDIS and the Mint, as well as the John James Private Hospital and hundreds of pathology and allied health specialist services in Deakin. This high volume of commuters is replicated again in Garran thanks to the Canberra Hospital and at Woden, the home of several major government agencies, a large retail and industrial precinct.

A huge volume of these commuters traverse through Curtin to access Cotter Road – currently the only road to service the Molonglo Valley north of the Parkway - and those destined for Belconnen via Lady Denman Drive – a single-lane road and bridge connecting south and north Canberra already ill-equipped for its present level of traffic at peak times.

I have yet to mention the visible knock-on effects of the protracted works on Commonwealth Avenue Bridge which we have been advised will now take years to complete given the combined impact of both restoration work and the light rail extension, already pushing commuters onto Cotter Road and Lady Denman Drive in ever greater numbers as they seek to avoid this major arterial north-south access route.

The cumulative traffic and parking impacts of all these developments – including the thousands of residents that this North Curtin development proposal accounts for - will create intractable and dangerous commuting conditions for all residents of Curtin and surrounding suburbs and will actually adversely impact local businesses as people find it impossible to park due to the combination of high density development and inadequate parking and transport planning, give up and go elsewhere - as has been evidenced in Campbell.

Education services and other amenities:

As every resident of the Molonglo Valley will confirm, the ACT government cares little about the kinds of amenities and services that residents actually want and need in their communities. Already, schools in Curtin are beyond capacity thanks to rampant and poorly planned development in Woden, Lyons, Phillip and the Molonglo Valley.

Like many schools in the Woden/Weston Creek region, Curtin Primary School was forced to take students from the Molonglo Valley when the public schools promised by the ACT government failed to materialise. Schools in Curtin, Hughes and Garran have been over capacity now for several years as apartment construction has not kept pace with services. The belated decision to turn Garran Primary School into a 'super school' will do nothing to absorb the demand generated by the thousands of further apartments slated for Yarralumla, Curtin, Deakin, Hughes, Woden, Phillip and Lyons.

No allowance has been given to meet similar demand for secondary schools or college, nor is any public land available unless green space is planned to be developed do so. Both Alfred Deakin High School and Canberra College are significantly over their enrolment caps, to the point that year 11 students are being told that they are unable to be given their preferred ATAR subject choices because there is not enough capacity – a totally unacceptable situation. No doubt the ACT government's response will be to do to our schools what has occurred in Forrest and Red Hill and allow school ovals and recreational green space for students to be swallowed by permanent flimsy demountables.

The ACT government's inability to undertake even barely adequate planning is evidenced by its decision to simultaneously triple the size of Curtin whilst selling off public land that houses a school site for a dementia village – a development that belongs in a green-fields site, not a suburb already in high demand with young families. This is staggeringly obvious and speaks volumes about the ACT government's priorities.

The idea that this surge of unwanted density will be offset or magically solved by the exorbitantly expensive, uncoded, decades-away delusion of light rail is folly. As the ACT well knows, there is no business case for the light rail and that is because the severe limitation of its ability to service only one major arterial pathway, instead of multiple connecting suburbs, means it will fail to meet the commuting needs of the majority of the population. An agile fleet of electric buses servicing suburbs and employment hubs with express commuter services could meet the actual, not imagined, public transport needs of the ACT now, and at a significantly reduced cost.

The missing middle:

Lastly, this development – like every 'housing' development in the ACT – comprehensively fails to address demand for the 'missing middle' and detached dwellings. It has recently been confirmed that as little as 10 per cent of the ACT's planned housing development will comprise detached and semi-detached dwellings. This is a shocking indictment of the state of ACT planning, which has ignored decades of community consultation, surveys and roundtables in which residents have repeatedly and overwhelmingly made clear that they favour medium-density semi-detached housing options.

Instead, the ACT government has taken the route of selling off and slapping up shoddily built shoeboxes by development proponents. This glut has only served to aggravate the housing crisis, as older residents in established family homes in established suburbs understandably have absolutely no desire, and more importantly, are given no viable or attractive options to downsize, with most unwilling to live in a poorly constructed shoebox, check-by-jowl with AirBnB 'neighbours', whilst being charged exorbitant body corporate and sinking fees for apartments so badly built they are worthless within months of purchase.

The proposed North Curtin development is yet another short-sighted and poorly planned development proposal in a city drowning in traffic chaos and a glut of cumulative poor

development decisions which are conspiring to make large swathes of it not just undesirable, but unlivable.

Submission 79



Southern ACT Catchment Group's

Submission on the Draft North Curtin Residential Area and Eco Park plan.

Thank you for the opportunity to comment on the Draft North Curtin Residential Area and Eco Park plan.

Southern ACT Catchment Group (SACTCG) is a not-for-profit Landcare network that supports 37 small volunteer environmental groups in the Southern ACT. Since 2003 we have undertaken community projects on public land including planting and weeding to improve biodiversity, build wildlife corridors between habitat patches and provide training and education for the community. We grow community capacity to care for local natural spaces and provide a forum for the community to share knowledge.

We have long been keen on the re-naturalization of Yarralumla Creek and are happy with the Eco Park being included in this development. Although the plans for the park at this stage are rudimentary, this is a positive step as the creek could become an important wildlife corridor through these suburbs. The integration of Water Sensitive Urban Design features in the residential area is also welcomed.

SACTCG also welcomes the draft DCPDD (Detailed Conditions of Planning, Design and Development) includes a canopy cover of 50% for public open spaces, 30% street canopy and 15% for development lots.

We understand that the park will be designed to align with the maximum probable flood level, but given the potential damage when the creek floods we ask that the plans ensure that the creek line and riparian zones will be designed to mitigate any potential erosion.

We also ask the NCA to ensure that appropriate fauna/ flora surveys are undertaken across the development area and the habitat of any threatened species, such as Golden Sun Moth, are protected.

SACTCG look forward to seeing the next stages of the planning process and are keen to be involved in any consultation about the Eco Park in the future.



Regards

Fiona Spier

Senior Project Officer

Southern ACT Catchment Group

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Submission 80

Dear NCA,

Thank you for providing the draft plans for the North Curtin Residential Area. I have looked through them and I am very concerned about the height of buildings proposed for this new development., and the amount of development you are planning for a reasonably small area. Whilst I support development in the area, I would be very unhappy with buildings more than 4 storeys high. These plans would significantly overbuild this area. I do not support apartment blocks up to 8 storeys high. This would create a very overbearing inner city feel to our neighbourhood. It will create too much shade and significant overcrowding. There is already substantial traffic pressure on McCulloch St. If you are planning such extreme density in the area ,McCulloch St will be a frequent traffic jam even with a Cotter Rd entrance point. You will not be able to provide adequate parking. Even with extension of the light rail proposed, most residents will remain dependent on cars for transport because they don't work on the light rail line.

Has the parking and traffic flow been considered in conjunction with future development on the other side of Yamba Drive also?

Most Curtin residents live here because we love the sense of space and nature. I am grateful you are incorporating appropriate green space into the new design, but I worry we will have a significant reduction in our current green space and canopy with all the pathways and infrastructure you are planning. I would like to see the sky still. I do not want to be looking at 8 storey buildings.

I am concerned that these plans are made to please developers and not the population living in the area. Please look at less dense options with lower building height to avoid our suburb becoming overcrowded and unpleasant.

Thank you,

Sincerely,

Dr Nicole Gorddard