

**Woden Valley Community Council**  
Record of Meeting, Southern Cross Club, Woden  
**Wednesday 3 May 2017**

- 1 President, **Fiona Carrick**, welcomed attendees. There was an apology from **Jenny Stewart**.
- 2 Minutes of the last meeting, held on 5 April 2017, were approved.
- 3 The Chair, **Fiona Carrick**, presented her report. Meetings with **Mick Gentleman** (Minister for Planning and Land Management), the LDA, **Ian Mackay** (CEO, Southern Cross Club) were noted, as was a meeting with the Combined Community Councils. Proposed variations to Territory Plans for both Mawson and Woden were discussed. The time frame for comments has been extended to 2 June and a “round table” meeting is planned.
- 4 **Community Presentations: Street art:** WVCC intends to call for expressions of interest for the painting of a local mural, as a method of dealing with unsightly graffiti. \$5K has been set aside for the artist and the ACT Government will supply the paint. **Women’s Safety: Emma Davidson** described current research and program activities to enhance women’s safety in the Woden Valley. The Bus Interchange, the Skate Park and an area south of the Chemist Warehouse were described as ‘unsafe’. It was noted that visible rubbish, graffiti and a general lack of lighting lead to the perception of an area being ‘unsafe’.

**Questions** included: why the lack of garbage bins? Doesn’t the absence of rubbish increase the perception of community safety? (Yes; will pass this observation on.); Generally poor lighting in the Woden Town Centre? (Agreed; good lighting for areas of mixed activities was essential); Only women surveyed? (No; but majority were women); Correlation on levels of crime and existence of safe areas? Lighting reports apparently not acted on? (The website at WCHM – Women’s Centre for Health Matters – has an interactive online map allowing people to note where they feel safe or unsafe in Canberra.).

**Community Presentations: Community Development:** Architect **David Carr** provided an update on Project Independence, a social housing development for people with an intellectual disability that gives them the opportunity to acquire equity in a property, as well as the ability to live as independently as possible. Previous project in Harrison and Latham, completed in March 2016, were described. Other potential locations were mooted and a typical ground plan concept design shown. Public feedback was invited to preface any development application, which does not rely on public housing programs. Target population is people aged 18-60, allocation as close to 50% male, 50% female as possible.

**Draft variations to Territory Plan** (Woden & Mawson) WVCC President **Fiona Carrick** asked: Why is the Woden Town Centre lacking in activity? What is its role in relation to Civic and Manuka? Is Woden “flat lining” and are Tuggeranong and Weston Creek declining whilst Gungahlin is “exploding”? If these are correct, then there is no incentive for enhancement to infrastructure facilities. With the CIT closing and the basketball stadium demolished ;, six floors of the Lovett Tower moving out leaving the building empty; the Alexander and Albermarle Buildings derelict; with sixteen thousand jobs in higher education on the North Side but only six jobs on the South Side of the ACT, it is clear that the Woden Valley needs development.

Shadowing of the Woden Town Square by tall buildings was illustrated; “green space” was being reduced in a number of areas. Different development options were needed to minimise loss of sunlight whilst allowing for the population densification that would bring more people into open spaces. Some contradictions were noted: the Master Plan shows a cycle network; the Territory Plan does not.

**Light Rail, Stage 2: Duncan Edghill**, Deputy Director-General of Transport Canberra provided an update on this project. He noted that rail and bus facilities would complement each other. Community consultation for stage 2 light rail had begun with both the route and the stops yet to be decided. Light Rail, he emphasised, was both a transport system and a facilitator of urban renewal: a good transport system would bring better connectivity between regions in the ACT.

A map displaying the light rail network for the whole of the ACT was shown. This connected Gungahlin, Civic, Belconnen, the airport, Fyshwick, Molonglo, Weston Creek and Tuggeranong. Two route options for the link from Civic to Woden were discussed: over the bridge and around Parliament House to Woden, or over the bridge and then through the cultural institutions and Barton to Woden. Community feedback is invited.

**Questions** included: By the more direct route, what would be the improvement in travel time? (Not known, at this stage.); How will the rail from London Circuit to Commonwealth Avenue and the bridge be handled? (This is a complex engineering challenge.); How will routes be decided if the arrangement for buses is not known? (Under consideration, as buses and light rail will complement each other.); Is a one-kilometre distance between stops sustainable? (1 Km was never specified and stops have yet to be decided.); How could approval have been given to cut down so many trees on Northbourne Avenue? (Many had reached the end of their life.); Multiple journey charges? (Still in planning. The aim is to promote public transport usage.); Claims for urban renewal actually involved in either of the two routes Civic to Woden? (Noted.); Public clarity on contracts let? (Yes and on the public record, though reports will be commercial-in-confidence.); Is an independent cost/benefit analysis of Stage 2 possible? (Difficult and complex issues are involved.); Intermediate connectivity versus need to reduce travel time? (Public feedback

important for such issues.); Electric buses considered over light rail? (Costings not known for such buses.); Will the light rail replace rapid buses? (This is the context for community feedback. It's not just about public transport; urban renewal is involved.); Urban renewal is possible with buses, so why have light rail? (It's not buses versus light rail. Not only will light rail reinvigorate Woden, but it will be a 100-year asset: more investment will follow because light rail will bring investment certainly, whereas buses can be discontinued at any time.); Maintenance depot: will it be on north side or south side, or both sides, of the lake? (Probably both. Will depend on other commercial arrangements yet to be determined.); Day/night facilities around light rail stops? Cafés, pedestrian walkways? (Yes, possible. And under consideration.); Surely the more complex route option Civic to Woden around the institutions near the lake is not needed? (If there is no demand for this, it will feature in the feedback.); Observation: the Gold Coast light rail has been very successful despite opposition. (Noted.); Construction works stage 1 to stage 2? (Yes. Continuity of construction employment is a community benefit in such projects.); Shouldn't the light rail just finish at the Deakin Health facility? (No. It's going through to Woden.); Will not cars have to stop in peak hours to allow the light rail through? (There will be less traffic because of the light rail. And the stops have yet to be decided.); Feeder buses for the light rail? (Not yet considered. But could be part of an interactive transport network.); Doesn't Woden need to become a destination in itself? (Yes.); Any consideration of not using Adelaide Avenue, because more development along the route is not possible? (No. Use of Adelaide Avenue gives quickest travel times.); Rapid buses routed along Adelaide Avenue? (Yes. Being considered.); What is the level of collaboration between Transport Canberra and other elements of the ACT Government, particularly the planning department? (Close. Considerable. And on multiple levels.).

Appreciation for this detailed presentation and the answers to so many questions was expressed in the usual way.

- 5 There was no update from MLAs on this occasion.
- 6 Under **Other business**, the Westfield – Bradley Street development was held over. The meeting finished at 9:45pm. The next meeting of the WVCC will be at 7:30pm on Wednesday 7 June in the Southern Cross Club.

**Timoshenko Aslanides,**  
**Minutes Secretary**  
**12 May 2017**