

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

1972—Parliamentary Paper No. 32

*Joint Committee on the
Australian Capital Territory*

REPORT ON
PROPOSALS FOR VARIATIONS OF
THE PLAN OF LAY-OUT OF THE
CITY OF CANBERRA AND ITS ENVIRONS
(FORTY-NINTH SERIES)

*Brought up and
ordered to be printed 20 April 1972*

COMMONWEALTH GOVERNMENT PRINTING OFFICE
CANBERRA: 1972

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

1. The Committee was appointed for the life of the 27th Parliament by Resolutions of the House of Representatives and the Senate on 25 November 1969. It was first appointed by Resolutions of both Houses of Parliament on 8 November 1956 and re-appointed in succeeding Parliaments.

2. The duties of the Committee are to:

- (a) examine and report on all proposals for modifications or variations of the plan of lay-out of the City of Canberra and its environs published in the *Commonwealth of Australia Gazette* on the nineteenth day of November 1925, as previously modified or varied, which are referred to the Committee by the Minister for the Interior; and
- (b) examine and report on such other matters relating to the Australian Capital Territory as may be referred to the Committee by the Minister for the Interior.

3. PERSONNEL OF THE COMMITTEE

Chairman	Senator R. G. Withers
Deputy Chairman	Mr F. M. Daly, M.P.
Members	Senator D. M. Devitt
		Senator G. C. Hannan
		Senator C. R. Maunsell
		Mr K. E. Enderby, M.P.
		Mr E. M. C. Fox, C.B.E., M.P.
		Mr J. M. Hallett, M.P.
Committee Clerk	Mr B. M. Chapman

RECOMMENDATION

The Committee considered the proposed variations as set out in this Report and recommends the implementation of these variations to the Plan of the lay-out of the City of Canberra, as gazetted in 1925, with the exception of Items No. 11 and 13 about which the Committee is, as yet, unresolved.

It is proposed to report further on Items 11 and 13 at a later date.

JOINT COMMITTEE ON THE AUSTRALIAN
CAPITAL TERRITORY

**REPORT ON THE FORTY-NINTH SERIES OF PROPOSED
VARIATIONS TO THE PLAN OF THE LAY-OUT OF THE
CITY OF CANBERRA**

In March 1972, the Minister for the Interior, the Hon. R. J. D. Hunt, M.P., requested the Committee to consider proposals of the National Capital Development Commission for a series of fourteen variations to the plan of the lay-out of the City of Canberra, as gazetted in 1925.

The proposals were assembled together and designated the forty-ninth series of variations and are identified on the map which accompanies this report.

The Committee was assisted with its consideration of these proposals by officers representing the Department of the Interior and the National Capital Development Commission.

In addition to examining proposed variations to road lay-outs, the Committee sought explanations of:

- (a) variation of sizes of blocks for separate residential dwellings in Canberra;
- (b) provision for protection against disaster flooding in Belconnen; and
- (c) the effect on Belconnen town planning of the continued existence of a Naval communications establishment in an urban setting.

The proposals were:

**Item No. 1. Located at Belconnen 27—an unnamed neighbourhood
in the north-west of Belconnen
(See attached Map—No. 1)**

An area of 320 acres, too small for a full neighbourhood, is proposed as an extension to existing residential areas with associated road lay-out and will provide 625 blocks of average area of 12,500 square feet. This size is somewhat larger than usual.

The Committee was assured that the internal road pattern is in accordance with normal practice in Canberra and there is provision for pedestrian ways, shelter belts and underpasses.

**Item No. 2. Swinger Hill—located in Woden Town at Sections 51 and
52 of Phillip suburb
(See attached Map—No. 2)**

The representative of the National Capital Development Commission informed the Committee that experience of initial development at Swinger Hill has made the proposed changes in the road pattern desirable. This proposal

involves both deletions and additions to the gazetted plan amounting to considerable alteration but mainly affecting Barnett Close, Sulman Place, and Jewel Close, the latter two giving access for future development of town houses and, generally, enabling better siting of houses.

**Item No. 3. Located at Kambah, Stromlo District in the new town of Tuggeranong
(See attached Map—No. 3)**

The variation to which agreement was sought proposes a system of collectors and cul-de-sacs in the northern sector of the first territorial unit or district, formerly called Village Creek but renamed Kambah, in Tuggeranong.

The intended development area will provide 565 blocks, averaging 9,500 square feet in area, for detached housing, and it is proposed to let the first contract for the construction of these roads and hydraulic services before the end of 1972.

The Committee was informed regarding development proposals generally in this major segment of proposed urban development.

**Item No. 4. Belconnen Suburbs Numbers 2, 3, and 4.
Located south of Barton Highway
(See attached Map—No. 13)**

This proposal sought concurrence with road lay-outs for a very large area involving three suburbs, viz.:

- (a) A road pattern for the north-western area of 345 acres, Belconnen 2, with an estimated 1,045 blocks for detached houses. This suburb is located south of the Barton Highway, east of the future Gundaroo arterial road.
- (b) A road pattern for an area of 515 acres, Belconnen 3, providing for an estimated 1,285 blocks. A line of hills on the west separates this area from Belconnen 2.
- (c) A road pattern for the eastern area of 435 acres, Belconnen 4, allowing for an estimated 1,115 blocks. Open space between Belconnen 3 and 4 will include a prepared floodway and the future Gungahlin freeway will be located to the east of this residential area.

Topographically the land is very different from the rest of Belconnen, neighbourhoods 3 and 4 being substantially flat land making possible an economic use of land by reducing block size below normal to an average area of 825 square metres (8,700 square feet) in neighbourhoods 3 and 4. The residential blocks in neighbourhood 2 are somewhat larger, averaging 9,050 square feet, due to slightly undulating topography.

The Committee was informed of two major difficulties confronting planners in this sector of Belconnen, viz.:

- (a) the flat topography poses problems of drainage, the provision of sewerage lines and integration of residential development with a district shopping centre; and

- (b) the existence of a Naval communications establishment amongst residential development causing interference with normal planning.

Evidence satisfied the Committee of proposals to overcome these difficulties and to ensure against the hazard to persons and property arising from flooding in what is a substantial rainfall catchment area.

Items Nos. 5, 6, 7, 8, 9 and 10.

These Items all proposed minor modifications to gazetted roads for reasons of improved engineering, traffic flow, visibility, road safety, landscaping or access. Thus:

- (a) **Item No. 5. Located in the Belconnen suburb of Charnwood**
(See attached Map—No. 4)

is a proposed modification of alignment of cul-de-sacs and replacement by two access roads.

- (b) **Item No. 6. Located in the Belconnen suburb of Macgregor**
(See attached Map—No. 5)

provides for the deletion of Nolan Place, modification of Skirving Place and redesign of the block subdivision to suit the level of sewerage lines.

- (c) **Item No. 7. Located in the Belconnen suburb of Flynn**
(See attached Map—No. 6)

sought approval of the modification of a junction of two unnamed roads to improve gradients and site distances.

- (d) **Item No. 8. Located in the Belconnen suburb of Latham**
(See attached Map—No. 7)

proposed a modification of a short section of the Ginninderra arterial providing an opportunity of creating a natural water landscape feature in the middle of a road reservation.

- (e) **Item No. 9. Located in the Belconnen suburb of Melba**
(See attached Map—No. 8)

sought approval of a modification for access to shops from the rear and the closure of street space in front of them in the vicinity of Chinner Crescent.

- (f) **Item No. 10. Located in the older Canberra suburb of O'Connor**
(See attached Map—No. 14)

sought to modify the road junction backing to the west off Barry Drive, above Faunce Crescent giving a separate carriageway.

**Item No. 11. Located in Canberra City in Section 28 at the site of the old Canberra High School
(See attached Map—No. 9)**

The Committee was informed of a plan for a School of Music to be located on the existing playing oval north of the old Canberra High School and of a considered need to provide access to this site via a proposed road leading off Marcus Clarke Street.

Evidence was given regarding development proposals for the whole area in this part of the city and the relationship between these anticipated components.

Information was sought by the Committee regarding alternatives to the proposal in an attempt to avoid traffic congestion and unnecessary duplication of existing road access to this site.

**Item No. 12. Located in Canberra City, Section 5, Darwin Place
(See attached Map—No. 10)**

Witnesses informed the Committee that this proposal would meet a need for access to commercial sites on the southern side of Darwin Place, between Marcus Clarke Street and London Circuit.

**Item No. 13. Located at the western end of Russell Defence Offices in the suburb of Campbell
(See attached Map—No. 11)**

A proposal to modify the junction of Constitution Avenue, Blamey Crescent and Russell Drive was explained to the Committee as necessary to provide access to car parks on the northern side and behind offices at Russell, and at the same time, to move an earlier proposed road further from residential areas nearby to the north.

**Item No. 14. Located in Woden at Phillip Town Centre—Sections 7, 8 and 25
(See attached Map—No. 12)**

These variations proposed new roads to provide access to development sites for commercial purposes in the north eastern part of the town centre. The variations would also provide for a bus terminal in front of the Woden Square, access to the retail mall for delivery of goods and parcel pick-up, for a truck tunnel access to the mall, and, finally, the proposals delete certain roads. The erection of overhead high tension electricity lines obviated the use of sites in the extreme south of the service trades area thereby rendering roads in the affected area unnecessary.

With the exceptions of Items No. 11 and 13, the need for the foregoing proposals was demonstrated to the Committee's satisfaction and their implementation is now recommended.

R. G. WITHERS
Chairman

April 1972.

