

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

1975—*Parliamentary Paper No. 61*

**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**

(FIFTY-EIGHTH SERIES)

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*Brought up and  
ordered to be printed 22 April 1975*

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THE GOVERNMENT PRINTER OF AUSTRALIA  
CANBERRA 1979

## JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

The Committee was appointed for the life of the 29th Parliament by resolutions of the Senate and the House of Representatives in July 1974. It was first appointed by resolutions of both Houses of Parliament on 8 November 1956 and reappointed in succeeding Parliaments.

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 Capital Territory; and
- (b) examine and report on such other matters relating to the Australian Capital Territory as may be referred to the Committee:
  - (i) by the Minister for the Capital Territory; or
  - (ii) by resolution of either House of Parliament.

### PERSONNEL OF THE COMMITTEE

Chairman	..	Senator B. R. Milliner
Deputy Chairman	..	Senator the Hon. J. E. Marriott
Members	..	Senator D. M. Devitt
		Mr P. S. Fisher, M.P.
		Mr K. L. Fry, M.P.
		Mr J. W. Howard, M.P.
		Mr J. C. Kerin, M.P.
		Mr R. B. Whan, M.P.

### **RECOMMENDATION**

The Committee considered the proposals as set out in this Report and recommends the implementation of these variations to the plan of lay-out of the City of Canberra, as gazetted in 1925.

## JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

### REPORT ON THE FIFTY-EIGHTH SERIES OF PROPOSED VARIATIONS OF THE PLAN OF LAY-OUT OF THE CITY OF CANBERRA AND ITS ENVIRONS

1. On 5 January 1975 the Minister for the Capital Territory, the Hon. G. M. Bryant, E.D., M.P., pursuant to paragraph 1 (a) of the Resolution of Appointment of the Committee referred two items<sup>1</sup> of proposals for variations of the plan of lay-out of the City of Canberra and its environs for examination and report by the Committee. These proposals, designated the 58th Series, were considered at meetings called for that purpose on 5, 13, 20 February, 13 March and 4 April 1975. At these meetings officers of the National Capital Development Commission and the Department of the Capital Territory were present to explain the proposals to the Committee. Also at the meeting of 13 March 1975 certain objectors to the proposals were heard, together with representatives of the Department of the Environment and Conservation. The proposals involved the Molonglo Arterial and an associated interchange; as the interchange development is to a large extent consequential upon the construction of the Arterial, the Committee treated the variations as one.

2. The proposal to construct the Molonglo arterial road has been the subject of previous governmental inquiry and has generated an amount of public reaction.

3. On 7 September 1973 the Minister for the Environment and Conservation referred for an Environmental Impact Inquiry to a Hearing Commissioner the following reference:

to inquire into the environmental implications of the proposed Molonglo Parkway and any alternatives to it using as a basis the Environmental Impact Statement prepared by the NCDC.

4. On 21 November 1973 the Hearing Commissioner, Mr M. E. Lawrence, an experienced consulting engineer and arbitrator in engineering disputes, forwarded his report to the Minister for the Environment and Conservation and the Minister for Urban and Regional Development. The Commissioner, in his letter accompanying the report, directed the attention of the Ministers to the fact that his findings were limited to the environmental impact of the proposals before him. He did, however, mention that a number of other issues were raised which should, and no doubt would, be examined at a later date. Included in these matters was the question of public transport versus the private motor car for travel to and from work, which was extensively canvassed during this Committee's Inquiry.

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<sup>1</sup> A further fifty items were referred at the same time. Those items were designated the fifty-sixth and fifty-seventh series and were the subject of a separate Report to Parliament. See Senate Journals p. 568, 6 March 1975 and House of Representatives *Votes and Proceedings* p. 540, 6 March 1975.

### **Major Finding of the Hearing Commissioner**

5. The Commissioner found that the road should be constructed on the route originally proposed but that the proposal should be modified to take into account modifications which would reduce impact on the environment. Such modifications would result in, for example, a substantial reduction in proposed filling of the Sullivan's Creek area. There would also be a significant reduction of the impact on the Australian National University (ANU).

### **Reaction of the National Capital Development Commission**

6. As a result of the Commissioner's findings, the NCDC prepared a further document on the project, entitled *Technical Paper 2 Molonglo Arterial, Canberra* which formed the basis of the consideration given to the project by this Committee. The paper took into account the findings of the Hearing Commissioner and as a result of those findings the road was scaled down from a 6-lane freeway to a 4-lane arterial road. This action also reduced the amount of lake fill adjacent to the existing Lady Denman Drive by 8 metres, and except for minimal fill in the northern edge preserved Acacia Inlet. In the original plan Acacia Inlet was to be entirely filled. The Committee would not have countenanced such a proposal.

7. The Commission in taking this action not only paid as close attention as was practical to the Hearing Commissioner's findings but also to the new transport policy that had been evolved by the NCDC and the Department of the Capital Territory, which placed additional emphasis on the use of the public transport system as against the private vehicle.

8. The NCDC therefore had no difficulty in accommodating the Hearing Commissioner's findings in its revised proposal.

### **The Committee's Inquiry**

9. The Committee was, however, acutely aware that there had been an amount of opposition to the original proposal and when the Minister gazetted his intention to vary the City Plan, the proposal for the Molonglo Arterial attracted a number of objections. The Committee considered these objections and decided that it should hear from two groups who had been opposed to the project in its original concept and whose opposition to the modified proposal was maintained.

10. Before hearing from representatives of these groups and taking further evidence from the NCDC on the proposal the Committee made an inspection of the proposed route of the arterial road. As a result of this inspection NCDC was asked to consider making modifications to the proposal in the West Basin area. This the Commission did and at a further hearing on 20 February 1975 modifications to *Technical Paper 2* were presented to the Committee.

11. A further meeting of the Committee was held on 13 March 1975 at which a representative from each of the two objector organisations was called to appear and give evidence along with representatives of the Department of the Environment and Conservation who had also sought to appear before the Committee.
12. The representative of the Society for Social Responsibility in Science (A.C.T.) stressed the need to achieve a better public transport to private vehicle travel to and from work ratio and also that the NCDC should bring forward its proposal to construct the eastern freeway from Tuggeranong.
13. The representative of the Faculty Site Committee, School of Physical Sciences, ANU, presented on behalf of his Committee a modified proposal based on the working drawings submitted to the Committee in *Technical Paper 2*. To assist the Committee in considering both of these alternatives, representatives of the NCDC were present at the meeting.
14. There is little doubt that Canberra could achieve a more even distribution of public transport to private car travel to work trips with a greater emphasis being placed on public transport. Evidence of this has been revealed since the introduction of the new transport policy. A dramatic change cannot however be achieved immediately and to reject the proposal to construct the arterial road now could lead to serious traffic difficulties.
15. Construction of the eastern freeway from Tuggeranong would also not remove the need for the arterial road, as there is a second purpose in the latter's construction. It will provide an alternative access to and from Belconnen for travellers to and from the city and the airport.
16. The proposal presented by the Faculty Site Committee involved a scaling down of the proposal contained in *Technical Paper 2*. The Faculty Site Committee representative urged the adoption of the modified scheme, to test whether the road would attract sufficient traffic to justify its duplication. While the Committee did not directly advert to the cost of the proposal contained in *Technical Paper 2*, the adoption of a modification such as that put forward by the Faculty Site Committee could lead to the ultimate cost (when duplication was required) rising above the present estimate, unnecessarily incurring increased government expenditure. Further, the gradient in sections of the proposal would, on engineering advice, be unacceptable.
17. A second alternative, using Lawson and Balmain Crescents, would, in the Committee's opinion, take additional traffic too close to the Canberra Hospital.
18. The Committee was however still concerned about the effects on the West Basin area, particularly the removal of public recreation area and the provision of the hospital access road, and consequently sought further amendment to *Technical Paper 2*. A sub-committee was specially appointed to consider these further amended proposals submitted by the NCDC.

19. The amount of foreshore recreation area has been increased from two to five hectares by minor lake fill under the amended proposal. The area is currently seven hectares but it is recognised some of this area is not available for recreation purposes because of drainage difficulties. Loss has been minimised and the road design has been tightened within the West Basin area. To achieve this result, the NCDC has reduced the area required for the road itself by extensive use of retaining walls in the redesigned area.

20. This will ensure the preservation of sufficient public recreation space for activities such as the Canberra Day Aquatic Carnival.

21. Two other matters require comment: the questions of retention of the tourist road and of pollution.

22. The Committee feels that the existing tourist road (Lady Denman Drive) provides a valuable scenic route. The suggestion that it be omitted from the proposal was canvassed, but such an action would deprive both Canberra residents and visitors access to the lake itself, and to adjacent picnicking facilities. Therefore the Committee has no hesitation in retaining the road in a reconstructed form in the proposal.

23. Pollution, both air and noise, was discussed with the representatives of the Department of the Environment and Conservation. While it is not possible to quantify the levels which will naturally increase with the flow of traffic on the new road, the Committee was informed the levels would be tolerable.

### **Findings of the Committee**

24. The Committee has given considerable close attention to this proposed variation and has found that the foregoing proposal is necessary and therefore its implementation is now recommended. This recommendation approves the proposal contained in *Technical Paper 2*, as amended by the NCDC at the request of the Committee.

25. The Committee makes certain observations associated with the proposal. Representatives of the NCDC and the Department of the Capital Territory informed the Committee of the new transport policy. It is important that the proposal to give emphasis to the use of public transport is maintained, otherwise the scaling down of the road may in fact create difficulties. A 4-lane arterial could become congested far more easily than the original 6-lane freeway proposal. The Committee appreciates that the NCDC endeavoured to comply with the Hearing Commissioner's findings as far as possible and that it took considerable trouble in meeting the reservations expressed by the Commissioner. Similarly, in meeting all of the Committee's requests for modifications the NCDC involved itself in rethinking certain sections of the proposal. The Committee therefore wishes to express its thanks to the officers of the Commission who were involved

in assisting the Committee in its deliberations on this proposal. Also the Committee appreciates the involvement of the Society for Social Responsibility in Science (A.C.T.) and the Faculty Site Committee, School of Physical Sciences, ANU, in presenting their cases against the proposal.

B. R. MILLINER  
*Chairman*

April 1975





## AUSTRALIAN CAPITAL TERRITORY

*Seat of Government (Administration) Act 1910-1973*

### NOTICE OF INTENTION TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS ENVIRONS

In pursuance of the powers conferred on me by Section 12A of the *Seat of Government (Administration) Act 1910-1973*, I, GORDON MUNRO BRYANT, Minister of State for the Capital Territory, hereby give notice of my intention, at the expiration of twelve (12) days from the date of publication of this notice in the Gazette, to vary the plan of layout of the City of Canberra and its environs (in this notice called the 'city plan') within the areas enclosed by the circles designated AB, AC, AD, AH, AI, AL, AM, AN, AO, AU, AW, AX, BA, BC, BD and BF and the quadrilaterals designated AA, AE, AF, AG, AJ, AK, AP, AQ, AR, AS, AT, AV, AY, AZ, BB, BE, BG, BH, BI and BJ on the copy of the city plan which appears as Annex 1 to this notice (in this notice called the 'affected areas') in the manner and to the extent described in Schedule 'A', any alteration by way of addition being indicated by pecked lines in the relevant enlarged representation, or, where there is no enlarged representation, on the relevant diagram. A brief description of the proposed variations appears in Schedule 'B'.

#### SCHEDULE 'A'

1. Delete from the city plan the diagram appearing within the affected area AA and insert in its stead the diagram appearing as Diagram AA2 in Annex 2 to this notice which is reproduced to the same scale as the city plan.
2. Delete from the city plan the diagram appearing within the affected area AB and insert in its stead the diagram appearing as Diagram AB2 in Annex 2 to this notice which is reproduced to the same scale as the city plan.
3. Delete from the city plan the diagram appearing within the affected area AC (an enlarged representation of which appears as Diagram AC1 in Annex 3 to this notice) and insert in its stead the diagram appearing as Diagram AC2 in the said Annex 3 (an enlarged representation of which appears as Diagram AC3 in the said Annex).
4. Delete from the city plan the diagram appearing within the affected area AD and insert in its stead the diagram appearing as Diagram AD2 in Annex 3 to this notice which is reproduced to the same scale as the city plan.
5. Delete from the city plan the diagram appearing within the affected area AE and insert in its stead the diagram appearing as Diagram AE2 in Annex 3 to this notice which is reproduced to the same scale as the city plan.
6. Delete from the city plan the diagram appearing within the affected area AF (an enlarged representation of which appears as Diagram AF1 in Annex 4 to this notice) and insert in its stead the diagram

appearing as Diagram AF2 in the said Annex 4 (an enlarged representation of which appears as Diagram AF3 in the said Annex).

7. Delete from the city plan the diagram appearing within the affected area AG and insert in its stead the diagram appearing as Diagram AG2 in Annex 4 to this notice which is reproduced to the same scale as the city plan.

8. Delete from the city plan the diagram appearing within the affected area AH and insert in its stead the diagram appearing as Diagram AH2 in Annex 4 to this notice which is reproduced to the same scale as the city plan.

9. Delete from the city plan the diagram appearing within the affected area AI (an enlarged representation of which appears as Diagram AI1 in Annex 5 to this notice) and insert in its stead the diagram appearing as Diagram AI2 in the said Annex 5 (an enlarged representation of which appears as Diagram AI3 in the said Annex).

10. Delete from the city plan the diagram appearing within the affected area AJ (an enlarged representation of which appears as Diagram AJ1 in Annex 5 to this notice) and insert in its stead the diagram appearing as Diagram AJ2 in the said Annex 5 (an enlarged representation of which appears as Diagram AJ3 in the said Annex).

11. Delete from the city plan the diagram appearing within the affected area AK and insert in its stead the diagram appearing as Diagram AK2 in Annex 6 to this notice which is reproduced to the same scale as the city plan.

12. Delete from the city plan the diagram appearing within the affected area AL (an enlarged representation of which appears as Diagram AL1 in Annex 6 to this notice) and insert in its stead the diagram appearing as Diagram AL2 in the said Annex 6 (an enlarged representation of which appears as Diagram AL3 in the said Annex).

13. Delete from the city plan the diagram appearing within the affected area AM (an enlarged representation of which appears as Diagram AM1 in Annex 7 to this notice) and insert in its stead the diagram appearing as Diagram AM2 in the said Annex 7 (an enlarged representation of which appears as Diagram AM3 in the said Annex).

14. Delete from the city plan the diagram appearing within the affected area AN and insert in its stead the diagram appearing as Diagram AN2 in Annex 7 to this notice which is reproduced to the same scale as the city plan.

15. Delete from the city plan the diagram appearing within the affected area AO (an enlarged representation of which appears as Diagram AO1 in Annex 8 to this notice) and insert in its stead the diagram appearing as Diagram AO2 in the said Annex 8 (an enlarged representation of which appears as Diagram AO3 in the said Annex).

16. Delete from the city plan the diagram appearing within the affected area AP (an enlarged representation of which appears as Diagram AP1 in Annex 8

2 *Seat of Government (Administration) Act 1910-1973*

to this notice) and insert in its stead the diagram appearing as Diagram AP2 in the said Annex 8 (an enlarged representation of which appears as Diagram AP3 in the said Annex).

17. Delete from the city plan the diagram appearing within the affected area AQ (an enlarged representation of which appears as Diagram AQ1 in Annex 9 to this notice) and insert in its stead the diagram appearing as Diagram AQ2 in the said Annex 9 (an enlarged representation of which appears as Diagram AQ3 in the said Annex).

18. Delete from the city plan the diagram appearing within the affected area AR and insert in its stead the diagram appearing as Diagram AR2 in Annex 9 to this notice which is reproduced to the same scale as the city plan.

19. Delete from the city plan the diagram appearing within the affected area AS and insert in its stead the diagram appearing as Diagram AS2 in Annex 9 to this notice which is reproduced to the same scale as the city plan.

20. Delete from the city plan the diagram appearing within the affected area AT and insert in its stead the diagram appearing as Diagram AT2 in Annex 10 to this notice which is reproduced to the same scale as the city plan.

21. Delete from the city plan the diagram appearing within the affected area AU and insert in its stead the diagram appearing as Diagram AU2 in Annex 10 to this notice which is reproduced to the same scale as the city plan.

22. Delete from the city plan the diagram appearing within the affected area AV (an enlarged representation of which appears as Diagram AV1 in Annex 10 to this notice) and insert in its stead the diagram appearing as Diagram AV2 in the said Annex 10 (an enlarged representation of which appears as Diagram AV3 in the said Annex).

23. Delete from the city plan the diagram appearing within the affected area AW and insert in its stead the diagram appearing as Diagram AW2 in Annex 11 to this notice which is reproduced to the same scale as the city plan.

24. Delete from the city plan the diagram appearing within the affected area AX and insert in its stead the diagram appearing as Diagram AX2 in Annex 11 to this notice which is reproduced to the same scale as the city plan.

25. Delete from the city plan the diagram appearing within the affected area AY (an enlarged representation of which appears as Diagram AY1 in Annex 11 to this notice) and insert in its stead the diagram appearing as Diagram AY2 in the said Annex 11 (an enlarged representation of which appears as Diagram AY3 in the said Annex).

26. Delete from the city plan the diagram appearing within the affected area AZ (an enlarged representation of which appears as Diagram AZ1 in Annex 12 to this notice) and insert in its stead the diagram appearing as Diagram AZ2 in the said Annex 12 (an enlarged representation of which appears as Diagram AZ3 in the said Annex).

27. Delete from the city plan the diagram appearing within the affected area BA (an enlarged representation of which appears as Diagram BA1 in Annex 12 to this notice) and insert in its stead the diagram appearing as Diagram BA2 in the said Annex 12 (an enlarged representation of which appears as Diagram BA3 in the said Annex).

28. Delete from the city plan the diagram appearing within the affected area BB and insert in its stead the

diagram appearing as Diagram BB2 in Annex 13 to this notice which is reproduced to the same scale as the city plan.

29. Delete from the city plan the diagram appearing within the affected area BC and insert in its stead the diagram appearing as Diagram BC2 in Annex 13 to this notice which is reproduced to the same scale as the city plan.

30. Delete from the city plan the diagram appearing within the affected area BD (an enlarged representation of which appears as Diagram BD1 in Annex 13 to this notice) and insert in its stead the diagram appearing as Diagram BD2 in the said Annex 13 (an enlarged representation of which appears as Diagram BD3 in the said Annex).

31. Delete from the city plan the diagram appearing within the affected area BE and insert in its stead the diagram appearing as Diagram BE2 in Annex 14 to this notice which is reproduced to the same scale as the city plan.

32. Delete from the city plan the diagram appearing within the affected area BF and insert in its stead the diagram appearing as Diagram BF2 in Annex 14 to this notice which is reproduced to the same scale as the city plan.

33. Delete from the city plan the diagram appearing within the affected area BG and insert in its stead the diagram appearing as Diagram BG2 in Annex 14 to this notice which is reproduced to the same scale as the city plan.

34. Delete from the city plan the diagram appearing within the affected area BH and insert in its stead the diagram appearing as Diagram BH2 in Annex 15 to this notice which is reproduced to the same scale as the city plan.

35. Delete from the city plan the diagram appearing within the affected area BI and insert in its stead the diagram appearing as Diagram BI2 in Annex 15 to this notice which is reproduced to the same scale as the city plan.

36. Delete from the city plan the diagram appearing within the affected area BJ and insert in its stead the diagram appearing as Diagram BJ2 in Annex 16 to this notice which is reproduced to the same scale as the city plan.

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**SCHEDULE 'B'**

**Brief Description of Proposed Variations**

1. **VARIATION AA:**

- (a) The extension of the Barton Highway to the New South Wales Border.
- (b) Addition to the road pattern of the existing Village of Hall.
- (c) Addition of road reservations for new residential development adjacent to the Village of Hall.
- (d) Addition of road reservation between Kingsford Smith Drive, Spence to the Barton Highway and beyond.

2. **VARIATION AB:** Charnwood, Sections 98-110; addition of road reservations to provide access to residential blocks.

3. **VARIATION AC:** Charnwood, Section 96; Flynn, Sections 64, 65; addition of road reservations to provide access to sites for flats and town houses.

4. **VARIATION AD:** Latham, Sections 80-90; addition of road reservations to provide access to sites for town houses.

5. VARIATION AE:
  - (a) Melba, Section 60; addition of road reservations to provide access for medium density housing.
  - (b) Melba; extension of Conley Drive to junction with Copland Drive and the southern extension of Copland Drive to junction with Ginninderra Drive.
6. VARIATION AF: Evatt, Sections 79-87; modification of road reservations to provide for improved siting of primary school.
7. VARIATION AG:
  - (a) addition of boundaries of Lake Ginninderra.
  - (b) Belconnen, Section 55; provision of access roads for Water Police Site, commercial and community facilities and hotels/motels in Belconnen Town Centre.
8. VARIATION AH: Belconnen, Section 32; addition of internal road pattern to provide for access to town houses and flats.
9. VARIATION AI: Hawker, Section 32; provision of road reservation to provide access to site for proposed corner shop.
10. VARIATION AJ: Cook, Sections 46-51; deletion of four culs-de-sac.
11. VARIATION AK: Bruce, Sections 2, 5; addition of road reservations to provide access to the proposed National Sports Complex and the Bruce Technical College as well as sites for residential, institutional, commercial and service industries.
12. VARIATION AL: Kaleen, Section 120; addition to, and modification of, road reservation to provide access to local activity centre.
13. VARIATION AM: Kaleen, Section 44; addition to road reservation to provide access to local activity centre.
14. VARIATION AN: City, Section 4; extension of Childers Street from Hutton Street to the junction of Marcus Clarke Street and Rudd Street.
15. VARIATION AD:
  - (a) City, Section 35; addition of a road reservation between Bunda and Ballumbir Streets to the north of Petrie Street.
  - (b) City, Section 41; extension of Binara Street between Bunda and Ballumbir Streets.
  - (c) City, Section 53; extension of Akuna Street between Bunda and Ballumbir Streets.
16. VARIATION AP: Parkes (Regatta Point); addition of loop road system to improve public access.
17. VARIATION AQ: Parkes, Section 35; additions and modifications to road pattern to provide access for the National Gallery, High Court and Foreign Affairs Communications Centre sites.
18. VARIATION AR: Fyshwick (The Causeway); incorporation of the existing road pattern in the Causeway area.
19. VARIATION AS: Fyshwick, Pialligo; addition of the existing Dairy Road, Kallaroo Road and Beltana Road.
20. VARIATION AT: Fyshwick, Section 32; addition of road reservation to provide access to sites for commercial development.
21. VARIATION AU: Deakin, Section 37; addition of road reservations to provide access to sites for proposed national institution secretariats.
22. VARIATION AV: Phillip; modification of existing road pattern at northern end of Woden Town Centre and addition of road reservations to provide access to Athllon Drive.
23. VARIATION AW: Phillip, Section 12; addition of road reservation to provide access to Occasional Child Care Centre.
24. VARIATION AX: Weston, Sections 75-80; addition of road reservations to provide access to town houses and flats.
25. VARIATION AY: Phillip, Sections 78-84; Modification of Jewell Close and Sulman Close to provide access to sites for town houses.
26. VARIATION AZ: Pearce, Section 26; Modification of Collett Street to convert the street into a cul-de-sac.
27. VARIATION BA: Kambah, Section 401; addition of road reservation to provide access for local activity centre.
28. VARIATION BB:
  - (a) Kambah, Sections 278-284; addition of road reservations to provide access to Group Shopping Centre.
  - (b) Kambah, Section 468; addition of road reservation to provide access to Local Activity Centre.
  - (c) Wanniasa, Sections 203, 262-265; addition of road reservations to provide access to town house development.
29. VARIATION BC:
  - (a) Wanniasa; extensions of arterial road reservations to Drakeford Drive and Erindale Drive.
  - (b) Tuggeranong Town Centre; addition of road reservations for first stage of Town Centre.
  - (c) Tuggeranong Creek North; addition of road reservations for town house/flat development.
30. VARIATION BD: Wanniasa, Section 139; addition of cul-de-sac to provide access to local activity centre.
31. VARIATION BE:
  - (a) Wanniasa, Sections 123-135; addition of road reservations to provide access to Group Shopping Centre.
  - (b) Tuggeranong Creek North, Sections 201-207, 301-304; modification of road layout to provide for better gradients and road junctions.
32. VARIATION BF: Farrer, Wanniasa; addition of arterial road to connect Yamba Drive with Erindale Drive.
33. VARIATION BG:
  - (a) Tuggeranong Creek North, Section 161; addition of road reservation to provide access to proposed local activity centre.
  - (b) Tuggeranong Creek North; addition of road reservation pattern for residential development.
  - (c) Tuggeranong Creek North; addition of road reservation of Isabella Drive along southern boundary of Tuggeranong Creek North Development area.

34. **VARIATION BH:**

- (a) Extension of Monaro Highway to its junction with Isabella Drive.
- (b) Canberra City District, Block 155; extension of road reservation within the Jerrabomberra industrial area to provide access for sites for industrial development.

35. **VARIATION BI:** Extension of Monaro Highway from Isabella Drive to proposed junction with Wrights Drive and beyond.

36. **VARIATION BJ:**

- (a) Addition of road reservation for the proposed Molonglo Parkway which entails

an extension of Parkes Way at Commonwealth Avenue, west to an interchange with the Tuggeranong Parkway immediately west of Black Mountain.

- (b) Modification of current gazetted boundaries of the Tuggeranong Parkway/Molonglo Parkway interchange to provide for free movement of traffic.

Dated this Sixth day of November 1974.

**GORDON M. BRYANT**

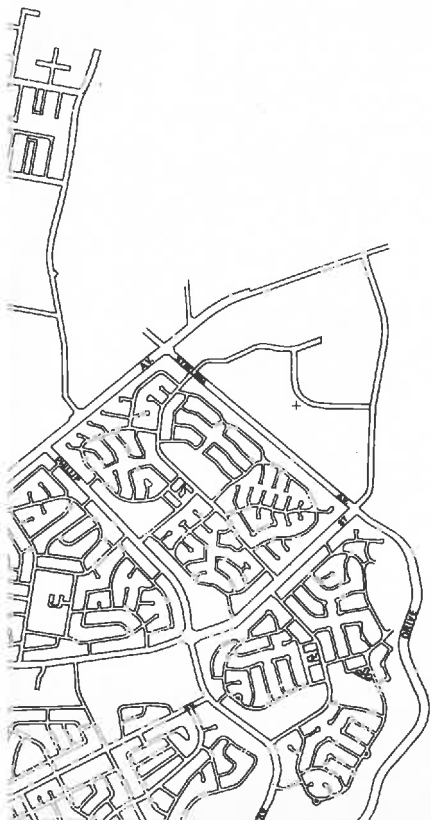
Minister of State for  
the Capital Territory

# Canberra Map 1/3

ANNEX 1



Plan of lay-out of city of Canberra and its environs  
published in the Commonwealth of Australia Gazette  
on 19 November 1925, as modified or varied to  
14 June 1974



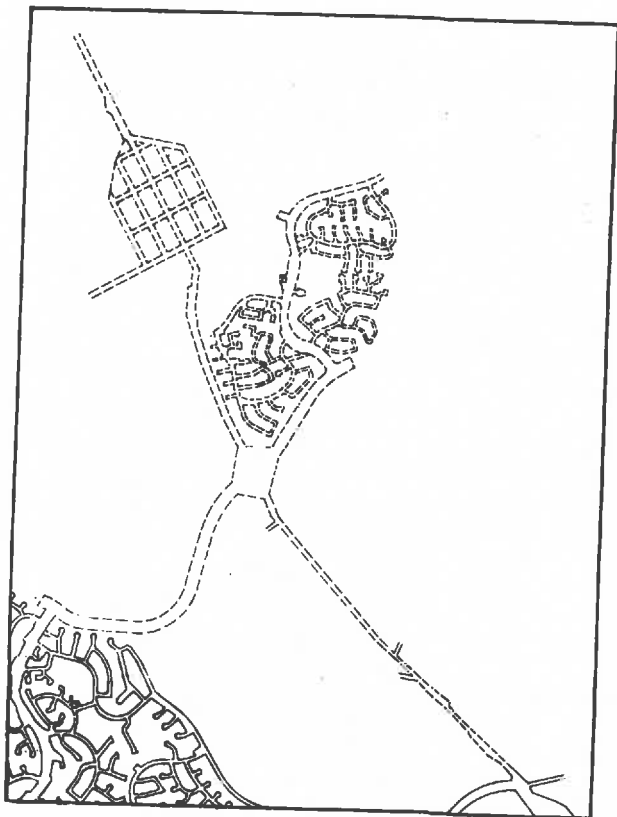
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ANNEX 2

DIAGRAM AA2



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DIAGRAM AB2

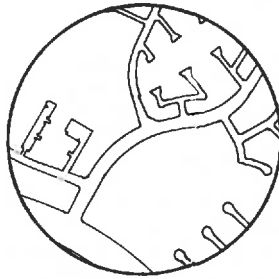


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ANNEX 3

DIAGRAM AC1



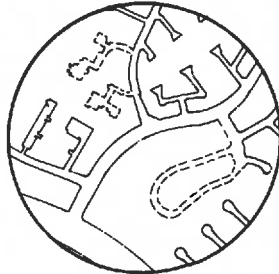
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DIAGRAM AC2



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DIAGRAM AC3



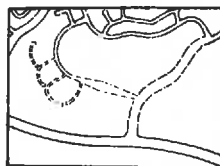
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DIAGRAM AD2



0 1000 METRES

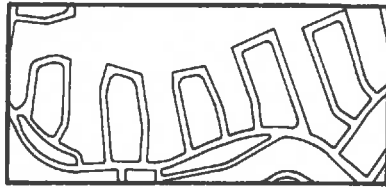
DIAGRAM AE2



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ANNEX 4

DIAGRAM AF1



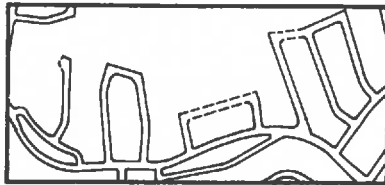
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DIAGRAM AF2



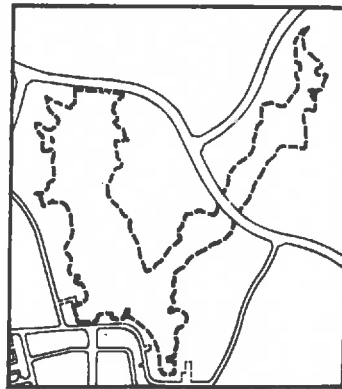
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DIAGRAM AF3



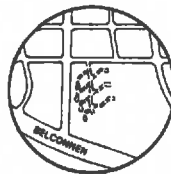
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DIAGRAM AG2



0 1000 METRES

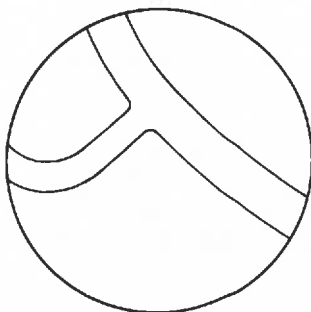
DIAGRAM AH2



0 1000 METRES

ANNEX 5

DIAGRAM A11



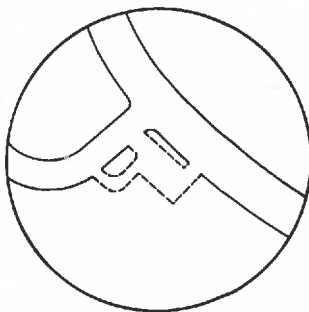
0 100 METRES

DIAGRAM A12



0 1000 METRES

DIAGRAM A13



0 100 METRES

DIAGRAM AJ1



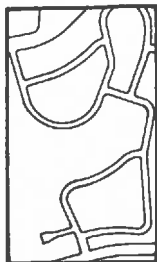
0 500 METRES

DIAGRAM AJ2



0 1000 METRES

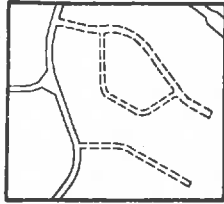
DIAGRAM AJ3



0 500 METRES

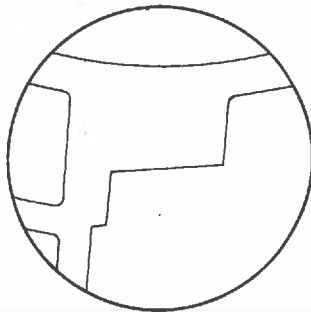
ANNEX 6

DIAGRAM AK 2



0 1000 METRES

DIAGRAM AL 1



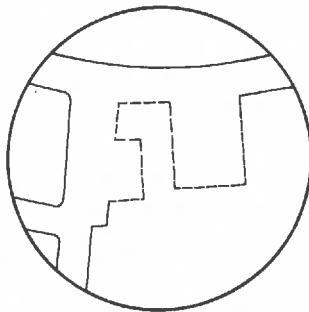
0 100 METRES

DIAGRAM AL 2



0 1000 METRES

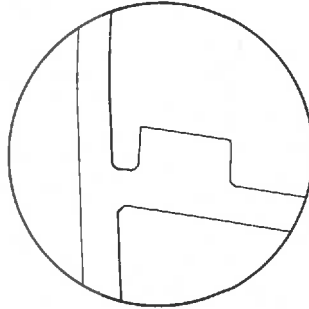
DIAGRAM AL 3



0 100 METRES

ANNEX 7

DIAGRAM AM 1



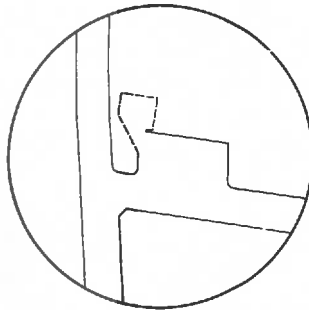
0 100 METRES

DIAGRAM AM 2



0 1000 METRES

DIAGRAM AM 3



0 100 METRES

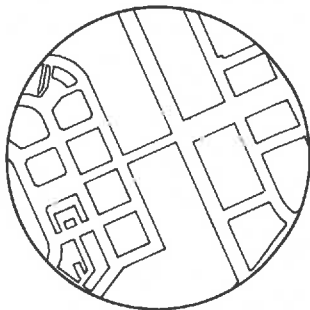
DIAGRAM AN 2



0 1000 METRES

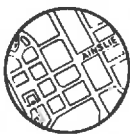
ANNEX 8

DIAGRAM AO 1



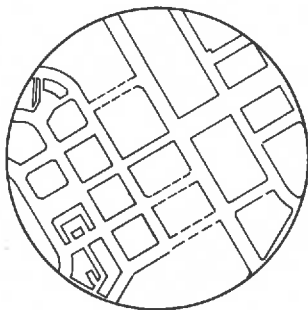
0 500 METRES

DIAGRAM AO 2



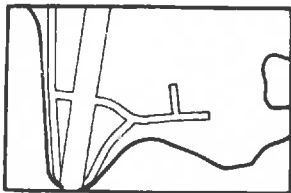
0 1000 METRES

DIAGRAM AO 3



0 500 METRES

DIAGRAM AP 1



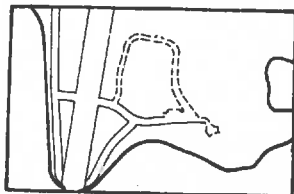
0 500 METRES

DIAGRAM AP 2



0 1000 METRES

DIAGRAM AP 3



0 500 METRES

ANNEX 9

DIAGRAM AQ 1

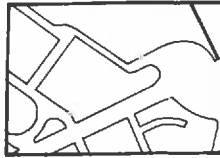


DIAGRAM AQ 2



DIAGRAM AQ 3

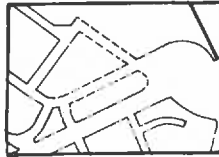


DIAGRAM AR 2

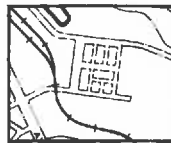
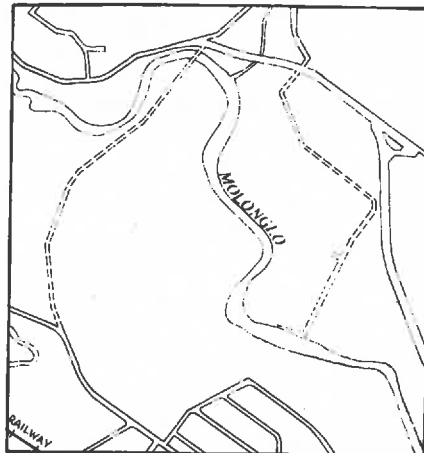
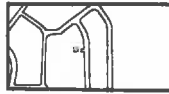


DIAGRAM AS 2



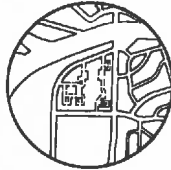
ANNEX 10

DIAGRAM AT 2



0 1000 METRES

DIAGRAM AU 2



0 1000 METRES

DIAGRAM AV 1



0 500 METRES

DIAGRAM AV 2



0 1000 METRES

DIAGRAM AV 3



0 500 METRES



ANNEX 11

DIAGRAM AW 2



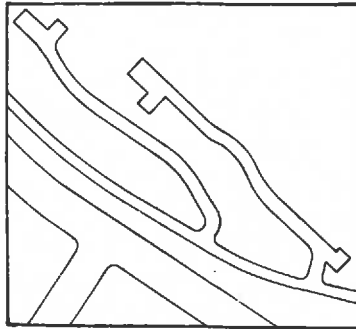
0 1000 METRES

DIAGRAM AX 2



0 1000 METRES

DIAGRAM AY 1



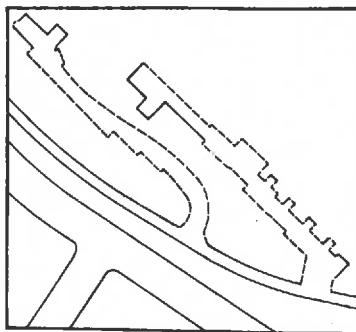
0 100 METRES

DIAGRAM AY 2



0 1000 METRES

DIAGRAM AY 3



0 100 METRES

ANNEX 12

DIAGRAM AZ 1

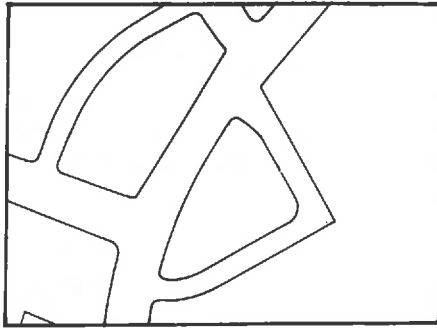


DIAGRAM AZ 2



DIAGRAM AZ 3

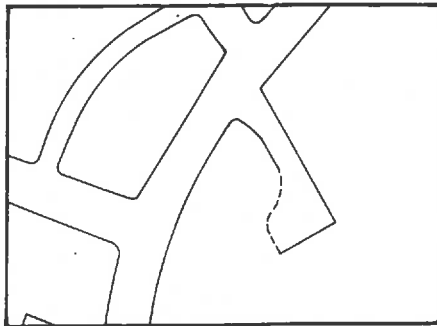


DIAGRAM BA 1

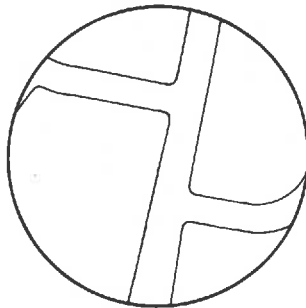
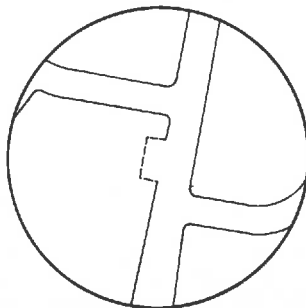


DIAGRAM BA 2



DIAGRAM BA 3



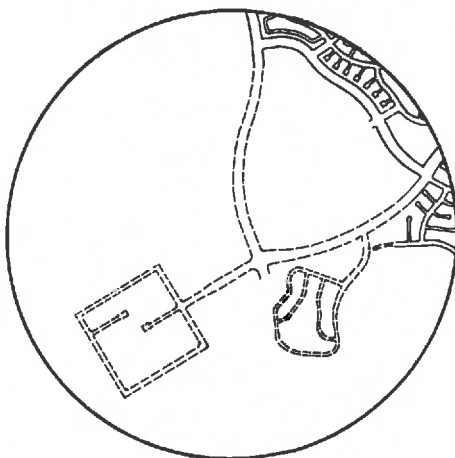
ANNEX 13

DIAGRAM BB 2



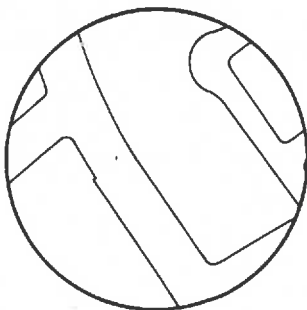
0 1000 METRES

DIAGRAM BC 2



0 1000 METRES

DIAGRAM BD 1



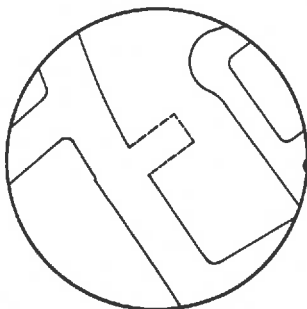
0 100 METRES

DIAGRAM BD 2



0 1000 METRES

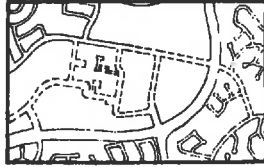
DIAGRAM BD 3



0 100 METRES

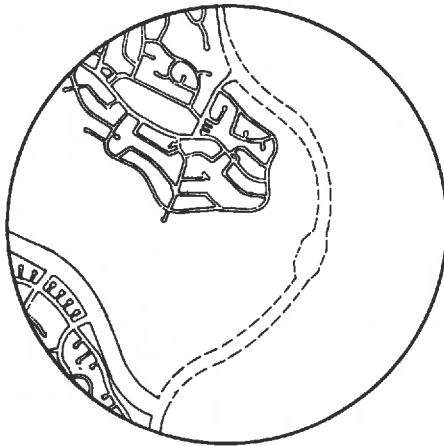
ANNEX 14

DIAGRAM BE 2



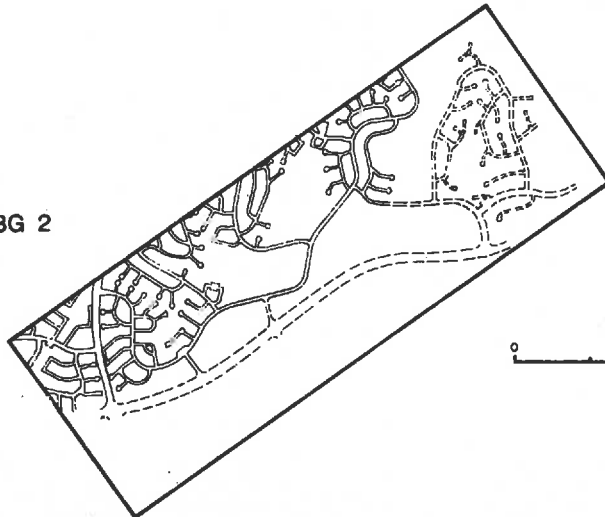
0 1000 METRES

DIAGRAM BF 2



0 1000 METRES

DIAGRAM BG 2



0 1000 METRES

ANNEX 15

DIAGRAM BH 2

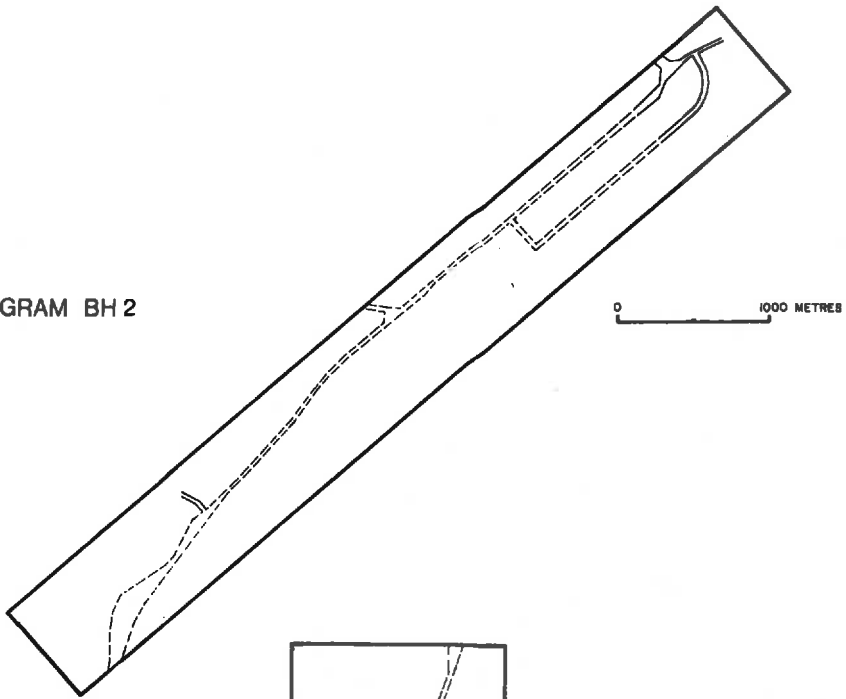


DIAGRAM BI 2

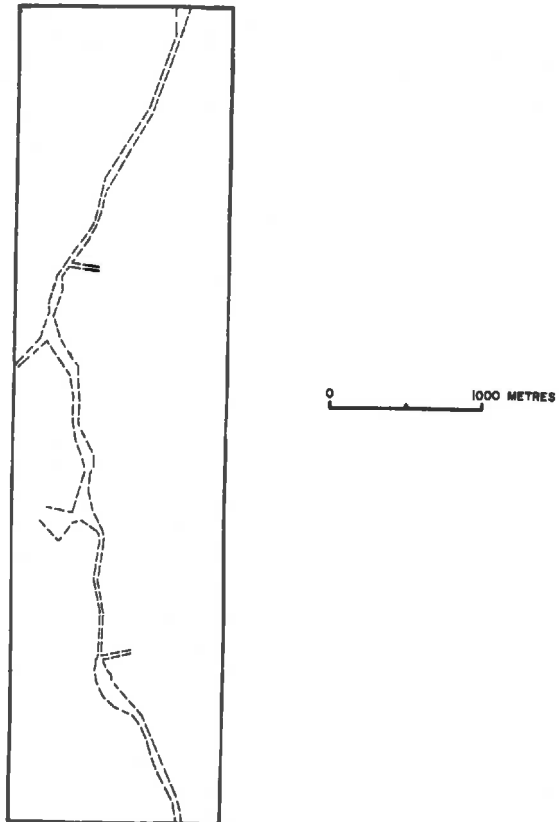


DIAGRAM BJ2

0 1000 METRES

