

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

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<i>J. L.</i>	
Clerk of the Senate	

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

(SIXTIETH AND SIXTY-FIRST SERIES)

PERSONNEL OF THE COMMITTEE¹

Chairman : Senator J.W. Knight
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Mr J.W. Haslem, M.P.
Mr A.J. Mackenzie, M.P.
Mr M.E. Sainsbury, M.P.

Clerk to the
Committee : Mr G.L. Curnow

¹ Mr M.H. Bungey, M.P. resigned from the
Committee on 9 September 1976.

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JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

The Joint Committee on the Australian Capital Territory was first appointed by resolutions of both Houses of Parliament on 8 November 1956 and has been re-appointed in succeeding Parliaments. The present Committee was appointed for the life of the 30th Parliament by resolutions of the Senate and the House of Representatives in March 1976.

The duties of the Committee as specified in its Resolution of Appointment are to:

- (a) examine and report on all proposals for modification 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 the Parliament.

RECOMMENDATIONS

The Committee recommends that:

- (1) A detailed description of each item be provided in Schedule "A" to all gazetted notifications of proposals to vary the plan of lay-out of the City of Canberra and its environs. (Paragraph 6)
- (2) At the same time as the Australian Government Gazette dealing with the proposed variations is published, Schedule "A" be published in full as an advertisement in the Canberra Times with respect to all future series. (Paragraph 6)
- (3) The National Capital Development Commission and the Department of the Capital Territory continue to extend their liaison with community groups and individuals with respect to any variations which might affect those groups or individuals. (Paragraph 6)
- (4) The Department of the Capital Territory examine all proposed variations to ensure any necessary corrections are made prior to the gazettal of those variations and the National Capital Development Commission continue to improve its techniques to overcome errors which have occurred in the past. (Paragraph 8)
- (5) The 60th and 61st Series of Variations to the Plan of lay-out of the City of Canberra, as gazetted in 1925, be implemented subject to the observations made in respect of Variation 3, Map P5, (see paragraphs 66-70), and Variation 2, Map N5, (see paragraphs 80-83).

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

REPORT ON THE 60TH AND 61ST SERIES OF PROPOSED VARIATIONS
TO THE PLAN OF LAY-OUT OF THE CITY OF CANBERRA
AND ITS ENVIRONS

INTRODUCTION

1. On 13 August 1976, the Minister for the Capital Territory, the Hon. A.A. Staley, M.P., pursuant to paragraph 1(a) of the Resolution of Appointment of the Committee, referred 126 items 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 60th and 61st Series, were considered at meetings called for that purpose on 10 and 13 September 1976. At these meetings, officers of the National Capital Development Commission (N.C.D.C.) and the Department of the Capital Territory (D.C.T.) were present to explain the proposals to the Committee. The Committee also took evidence from objectors to two of the proposed variations.

2. Before dealing with the proposed variations as contained in these two series, the Committee considers it necessary to express some general observations on the mode and conduct of proposed variations being gazetted and advertised. The Committee noted that many of the proposed variations contained in the series under consideration were to correct errors appearing on the plan.

GENERAL OBSERVATIONS

3. The Committee is concerned that the awareness of Canberra residents of proposed variations to the plan of lay-out is dependent primarily upon a reading of the periodic Australian Government Gazette (which is not necessarily widely read or readily accessible to the general public) or by examination of the advertisement in the Canberra Times. The Committee is concerned about the effectiveness of this process as a means of

informing the community of the proposed variations to the City plan and providing an opportunity for objections to be effectively raised with the Committee.

4. An additional problem which the Committee believes should be overcome to enable a better understanding of the proposed variations on the part of the general public is that the Schedule "A" to the gazetted proposed variations (the itemised explanation of the proposed variations) does not always provide sufficient or sufficiently precise information about planning intentions.

5. Whilst the majority of proposals are non-contentious, there are some which may be of concern, particularly to people living in an area directly affected by a proposed variation. The Committee therefore considers it of importance that the National Capital Development Commission and the Department of the Capital Territory maintain the closest possible continuing liaison with people and organisations in the community who may be affected.

6. The Committee therefore recommends that:

a detailed description of each item be provided in Schedule "A" to all gazetted notifications of proposals to vary the plan of lay-out of the City of Canberra and its environs;

at the same time as the Australian Government Gazette dealing with the proposed variations is published, Schedule "A" be published in full as an advertisement in the "Canberra Times" with respect to all future series;

the National Capital Development Commission and the Department of the Capital Territory continue to extend their liaison with community groups and individuals with respect to any variations which might affect those groups or individuals.

7. Many proposed variations which were gazetted in the 60th Series involve the correction of former drafting errors. These errors were detected during a thorough review of the plan instituted as a result of an observation made by Mr Justice Fox in Kent v. Cavanagh (1973) 1 ACT R 43; and because of the growth of Canberra beyond the scope of the former plan and the need to accommodate relevant additional changes. The Committee believes a review of the plan was opportune. The review revealed errors which might otherwise have remained in the plan. At the same time, the Committee is concerned that so many errors should have existed in a document which is in many ways intimately associated with the history and development of the national capital and is the basis on which future development is planned. The Department of the Capital Territory and the National Capital Development Commission are to be commended for the work they have now done to rectify shortcomings in the plan. The Committee also welcomed assurances from the Department of the Capital Territory and the National Capital Development Commission that revised procedures for gazettal of variations will ensure that no such errors will occur in the future. As a result of the present review of the plan, the Committee has approved all variations necessary to ensure the correctness of the plan. The Committee, in agreeing to such proposed variations, does not wish its concurrence to be seen in any way as setting a precedent for future approval of rectifications of planning errors. The Committee stresses that development work undertaken without the approval of the

Federal Parliament is technically a breach of Section 12A of the Seat of Government (Administration) Act 1910.

8. The Department of the Capital Territory is the custodian of the plan of lay-out of the City of Canberra and its environs. The National Capital Development Commission proposes the majority of alterations to the plan in the form of development initiatives. Usually, proposed variations sponsored by the Department of the Capital Territory are few. To overcome the need for corrections which is one feature of the 60th Series of Variations, the Committee believes a closer liaison between the Department and the Commission should be achieved to overcome the likelihood of any future errors being made. The Committee therefore recommends that the Department of the Capital Territory examine all proposed variations to ensure any necessary corrections are made prior to the gazettal of those variations and the National Capital Development Commission continue to improve its techniques to overcome errors which have occurred in the past.

9. The Department of the Capital Territory and the National Capital Development Commission approached both the immediately preceding and the present Joint Committee on the Australian Capital Territory, seeking the Committee's guidance in respect of revision of the format of the plan. At the same time, the Committee's assistance was sought in determining the content of the plan. Traditionally, the plan has been a road plan. The Committee, on 24 June 1976, as a result of the request for its comments on the proposed content of the revised lay-out wrote to the Minister for the Capital Territory informing him that it had agreed to the following resolution:

"That there be included on the plan of lay-out of the City of Canberra and its environs, all -

- . roads in park-lands or proposed park-lands;
- . rural roads;
- . cycle paths; and
- . service yards and parking areas with the exclusion of proposed temporary parking areas, the intended establishment of which should be notified in writing to the Committee by the National Capital Development Commission and the Department of the Capital Territory."

10. Because of limits which may have been imposed by such wide ranging requirements on the plan, fire-trails, rural-tracks and informal roads in park-lands, and parking areas and service yards will not be included. Concerning parking areas and service yards, the Committee has agreed to be informed in writing at each briefing on proposed variations to the plan of lay-out of any changes, or changes which are proposed. This does not prejudice in any way the Committee's right to determine at any time the re-inclusion on the plan of any of these items.

THE PROPOSED VARIATIONS

11. Because of the nature of the revision of the plan undertaken in the 60th Series of Variations (see paragraphs 8 - 10), the Committee has grouped together classes of proposed changes to the plan as follows:

- A.1 Rural roads.
 - 2 Roads in park-lands.
 - 3 Service yards.
- B. Drafting adjustments.
- C. New planning initiatives.
- D. Cycle paths.
- E. Proposed variations withdrawn.

A.1 Rural Roads

12. The definition of a "rural road" is a road of non-urban use within the City boundaries as defined by the City Area Leases Ordinance. These roads include the following:

Map R5	Variation	1	}	Gundaroo Road
Map Q5	Variation	13		
Map Q4	Variation	1	}	Parkwood Road
Map P4	Variation	1		
Map Q4	Variation	2	}	Charnwood Road
Map P4	Variation	2		
Map Q5	Variation	2		
Map Q4	Variation	3	}	Access road "Jarramles" and "Glenmore" properties
Map Q5	Variation	1	}	Wallaroo Road
Map Q5	Variation	11	}	Gold Creek Road
Map Q5	Variation	14	}	Wells Station Road
Map P5	Variation	6		
Map Q6	Variation	1	}	Federal Highway
Map P6	Variation	1		
Map N4	Variation	1	}	Coppins Crossing Road
Map N5	Variation	1		

Map N6	Variation	1	)	Majura Road
Map M5	Variation	1	)	Kambah Road
Map M5	Variation	15	)	Mugga Lane
Map L5	Variation	11		
Map M6	Variation	2	)	Access roads to Blocks 187, 27 and 35
Map L4	Variation	1	)	Kambah Pool Road
Map L5	Variation	2		
Map L5	Variation	10	)	Long Gully Road
Map L5	Variation	14	)	Kambah Road
Map L6	Variation	1	)	Queanbeyan on Tharwa Road
Map K4	Variation	1	)	Tidbinbilla Road
Map K5	Variation	1		
Map J5	Variation	2		
Map K4	Variation	2	)	Access road to Blocks 61, 21 and 114 Paddy's River
Map K4	Variation	3	)	Point Hut Road
Map K5	Variation	2		
Map K5	Variation	3	)	Pine Island Road
Map K5	Variation	7	)	Tuggeranong Road
Map J4	Variation	1	)	Booroomba Road
Map J5	Variation	1		
Map J5	Variation	3	)	Road lay-out, village of Tharwa
Map J5	Variation	4	)	Naas Road
Map H5	Variation	1		
Map J5	Variation	5	)	Tharwa Road
Map H5	Variation	2	)	Smith's Road

13. All of the above rural roads have been included on the plan as a result of the Committee's resolution of 24 June 1976 and the Committee recommends their inclusion on the plan of lay-out of the City of Canberra and its environs.

14. A formal objection was lodged in respect of the Coppins Crossing Road variation. The objector stated that a group of residents of Eucumbene Drive, Duffy, had previously received an assurance from the National Capital Development Commission that no upgrading of Coppins Crossing Road and its connection to Eucumbene Drive would take place without prior consultation with the Eucumbene Drive residents. Coppins Crossing Road is a link between Belconnen and Woden/Weston Creek. The Committee was assured by officers of the National Capital Development Commission that no change in the traffic patterns was proposed by the variation. In fact, the inclusion of Coppins Crossing Road was a result of the Committee's resolution of 24 June 1976. The Committee notes the objection and any variation affecting residents of Eucumbene Drive will be given careful consideration by the Committee.

A.2 Roads in Park-lands

15. Under this heading are included formed and/or sealed roadways within gazetted parks or within areas intended in the near future for gazettal as parks.

Map Q5	Variation	5)	Fraser Section 31 - proposed inclusion of existing access road to Mount Rogers Reserve
Map N5	Variation	14)	Capital Hill - proposed inclusion of existing access road to the Capital Hill picnic area
Map N5	Variation	15)	Capital Hill - proposed inclusion of existing access road to the commemoration stone

16. All the above roads in park-lands have been included on the plan as a result of the Committee's resolution of 24 June 1976, and the Committee recommends the inclusion of these variations on the plan of lay-out of the City of Canberra and its environs.

A.3 Service Yards

17. Service yards are designed to allow commercial vehicles access to and from business and commercial premises for the unloading of goods, collection of garbage etc.

Map Q4	Variation	5	)	Charnwood, Section 95
Map Q5	Variation	4	)	Fraser, Section 28
Map N5	Variation	5	)	City, Section 1
Map N5	Variation	6	)	City, Section 48
Map N5	Variation	7	)	City, Section 15
Map N5	Variation	8	)	City, Section 49
Map N5	Variation	10	)	City, Section 14
Map M5	Variation	8	)	Phillip, Section 8

18. These proposed variations have been included in the present series in compliance with the Committee's resolution of 24 June 1976, and the Committee recommends their inclusion on the plan of lay-out of the City of Canberra and its environs.

B. Drafting Adjustments

19. These adjustments include changes which are proposed to the plan in order to reconcile the plan with existing construction.

20. The Committee earlier in this report made certain observations concerning discrepancies which existed between the gazetted plan and the physical lay-out of the City. The variations classified under this heading are:

Map Q4, Variation 4:

Macgregor

21. Incorporation on the plan of a short section of road in Florey Drive constructed to link with Ginninderra Drive.

Map Q4, Variation 6:

Fraser, Kerrigan Street

22. Extension of Kerrigan Street to provide lease access to blocks reserved for institutional purposes.

Map Q4, Variation 7:

Fraser, Section 41

23. Addition of Filshie Close, a cul-de-sac access road to serve a pre-existing housing development, corrects an error which occurred in the 49th Series of Variations, April 1972.

Map Q5, Variation 3:

Fraser, Sections 11, 12 and 23

24. Deletion from the City plan of a pedestrian way, the inclusion of which was made in error in October 1972.

Map Q5, Variation 10:

MacKellar

25. Addition of the existing extension of Owen Dixon Drive between William Webb Drive and William Slim Drive, and deletion of the present gazetted road.

26. The original gazettal for this variation proved to be unsatisfactory as the junction of Owen Dixon and William Slim Drives was located adjacent to Ginninderra Creek. As a result of the unsuitability of the original gazetted area, construction of the road took place on a different alignment. The proposed variation seeks approval for an already constructed road.

Map P4, Variation 4:
Re-alignment of Powell Street
and consequential modifications

27. This modification seeks approval for an already constructed road. The road was constructed because detailed design work conducted upon a previously approved variation indicated excessive cutting would be required to implement the previously approved road pattern. Construction of the new alignment subsequently took place without the required amendment to the plan.

Map P4, Variation 5:
Scullin, Sections 1 and 46

28. Widening of Hargrave Street, Scullin which was incorrectly drawn in the first instance. The proposed variation rectifies the drafting error involved.

Map P4, Variation 6:
Latham, Section 24

29. Deletion of a pedestrian way linking Stretton Crescent and Kingsford Smith Drive. As a result of a drafting error, this variation was included in the 43rd Series. As in the case of Map Q5, Variation 3 above, this pedestrian way was included on the plan in error.

Map P5, Variation 5:

Gungahlin, Bellenden
and Hoskins Streets

30. Inclusion on the plan of the link between Bellenden and Hoskins Streets, Mitchell to provide access to the Mitchell industrial area from the Barton Highway. The road was constructed at the beginning of work on the industrial estate and was not gazetted due to an oversight.

Map N5, Variation 3:

Acton, C.S.I.R.O. Access Road

31. Inclusion on the plan of portion of the access road to the C.S.I.R.O. site on Black Mountain. The error was identified during the review of the plan conducted as a part of the 60th Series.

Map N5, Variation 4:

Acton School of Music Access Road

32. Addition to the City plan of the existing access road (Childers Street) and deletion of a short length of previously proposed access road (William Herbert Place) off Marcus Clark Street. Access to the School of Music will be provided by this proposed variation rather than from Marcus Clark Street. The intention of the variation is to obviate traffic problems which would have arisen with the original proposal. Construction work on William Herbert Place as provided for by this proposed variation has already been completed.

Map N5, Variation 9:City, Section 3

33. Deletion of pedestrian areas in Hobart Place, City because they are not required to be gazetted in the terms of the Seat of Government (Administration) Act and the Committee's agreement with the Minister for the Capital Territory.

Map N5, Variation 12:Akuna Street, City

34. The portion of Akuna Street between Ballumbir and Bunda Streets has been constructed for some years and has not previously appeared on the City plan. This proposed variation seeks to overcome that anomaly.

Map N5, Variation 13:Parkes Place

35. The roads involved in this proposed variation have been constructed for about 10 years and have not previously appeared on the plan. The intention of this item is to correct that omission.

Map N5, Variation 16:Kingston, Section 7

36. The short access road to the Canberra mortuary has not appeared on the plan in the past due to an oversight and this proposal seeks to correct that situation.

Map N6, Variation 2:Pialligo, Access Road

37. Access to Block 1, Pialligo, has been provided by this road for many years. As previous gazettal of the road did not reach the property boundary, the proposed variation will correct this situation.

Map M4, Variation 3:Rivett, Section 50

38. Deletion of a portion of Lomatia Place to provide additional landscaped space and a community centre in conjunction with the aged persons' units which it serves. Construction of the units and centre has already been completed and this proposed variation seeks approval for the adjustments which have been made.

Map M5, Variation 2:Weston Creek

39. Inclusion on the plan of access roads to the Weston Creek Sewage treatment works and the Joint Services Staff College. These roads have been constructed for many years.

Map M5, Variation 5:Waramanga, Section 46

40. The purpose of this proposed variation is two-fold. In addition to providing access to the Parks and Gardens depot, the gazettal of the existing road is also required to allow the granting of a lease for a Scout hall.

Map M5, Variation 7:Chifley/Waramanga

41. Construction of the Tuggeranong Parkway severed Waldock Street which previously served as a link between Chifley and Waramanga. The proposed variation formally deletes Waldock Street as a link between two suburbs and converts the remaining Chifley end of the street into a cul-de-sac to conform with the existing development.

Map M5, Variation 9:

Phillip, Section 8, Atlantic Street

42. Atlantic Street, whose inclusion is sought on the plan, provides access to Scarborough House and other blocks reserved for office development in the Woden Town Centre. The road was constructed in 1973/74 without being included as a variation to the plan. The present proposal seeks approval for the road which has been constructed.

Map M5, Variation 14:

Red Hill, Section 31

43. Deletion of pedestrian ways between Cygnet Crescent and Beagle Street. As previously mentioned, some pedestrian ways, including those which are the subject of this variation, were included on the plan in error.

Map M5, Variation 16:

Griffith, Section 20

44. Inclusion on the plan of a small road leading from Leichardt Street providing access to two blocks. Owing to an oversight, the road has not been previously shown on the plan.

Map M6, Variation 1:

Jerrabomberra District

45. A minor modification of the alignment of Canberra Avenue between H.M.A.S. Harman and the A.C.T./N.S.W. border at the railway bridge to reconcile the alignment as gazetted with the constructed road.

Map M6, Variation 3:
Jerrabomberra District

46. This proposed variation includes on the plan the village of Oakes Estate which, although part of the A.C.T., has historically been associated with the development of Queanbeyan and was not previously included on the plan. In recent years the former semi-rural nature has been changed because of adjacent development and construction of flats in the village.

Map L5, Variation 1:
Kambah, Section 101

47. Deletion from the plan of another pedestrian access which had been included in error.

Map L5, Variation 4:
Kambah, Sections 221-223, 184-186

48. The intention of this proposed variation is to approve an already constructed re-alignment of a previously gazetted road plan. The residential area serviced by the road in question has been developed. The construction of these roads without formality of a variation to the plan constitutes, in the Committee's opinion, one of a number of breaches of Section 12A of the Seat of Government (Administration) Act 1910. This is the subject of a recommendation referred to earlier in this report.

Map L5, Variation 5:
Kambah, Section 222

49. Correction of an existing error which came about during the construction of Knight and Kearns Places.

Map L5, Variation 12:

Gowrie, Section 222

50. Deletion of a cul-de-sac which was included in error in the 52nd - 54th Series of Variations of November 1972.

Map L5, Variation 13:

Macarthur

51. The cul-de-sac involved in this proposed variation was included on the plan in the 55th Series of Variations in May 1974 as a result of a drafting error. Deletion of the cul-de-sac will rectify the error.

Map K5, Variation 6:

Tuggeranong District,
Tharwa Drive modifications

52. The purpose of this proposed modification to the previously gazetted road reservation is to widen the reservation to suit the road as designed. No construction work has yet taken place. The road has been redesigned as a higher standard road to cope with increased traffic.

53. The preceding proposed variations, all of which have been brought to the Committee as a result of the review of the plan undertaken by the National Capital Development Commission and the Department of the Capital Territory, are to regularise anomalies presently existing. The Committee therefore recommends approval of these amendments to the plan of lay-out of the City of Canberra and its environs.

C. New Planning Initiatives

Map Q5, Variation 7:

Spence, Owen Dixon Drive:

Connection with Kuringa Drive

54. The variation provides an addition of the extension of Owen Dixon Drive, from west of its intersection with Boote Street, to connect with Kuringa Drive. The road connection is necessary in order to provide access in the immediate future from the suburbs of Spence and Evatt to the Barton Highway (via Kuringa Drive) and also in the future to provide access from those suburbs to Gungahlin. The connection will also provide access (again via Kuringa Drive) to the north-western suburbs of Belconnen and the design is intended to modify the use of residential streets by through traffic.

Map Q5, Variation 8:

Evatt Intermediate Centre

55. Modification of the road layout and parking areas to serve the intermediate centre and addition of an access road off Levine Street to serve 25 Courtyard Housing blocks.

56. The scale of the centre has been increased from neighbourhood to intermediate level as a result of a reassessment of shopping needs. To provide for the larger retail centre, and the associated health centre and community recreation centre sites the previous road layout needs to be modified. The centre is adjoined by courtyard housing to the east, detached housing to the north and west and a school and open space to the south.

Map Q5, Variation 9:Evatt, Section 65

57. The proposed addition of a cul-de-sac access road off Hatfield Street to serve 21 courtyard housing and cottage blocks. Section 65 will contain 38 courtyard housing and cottage blocks. Of these, 17 will have access from the existing Ashkanasy Street. The development adjoins detached housing to the north; open space, primary school and detached housing to the west and south; and open space to the east.

Map Q5, Variation 12:Giralang, Sections 79, 80

58. Deletion of part of a loop access road previously intended to serve the neighbourhood centre to allow uninterrupted pedestrian access between the centre and the adjoining primary school. This proposal modifies a variation approved in 1975. The neighbourhood centre is adjoined by detached housing to the north, a service station to the west, a primary school to the south, and a church site to the east.

Map Q5, Variation 17:Mitchell, Section 18

59. Addition of two short access roads off Hoskins Street to serve 4 industrial blocks.

Map Q5, Variation 18:Mitchell, Section 19

60. The deletion of a section of the loop access road off Essington Street and the modification of the remaining

sections previously included on the plan of lay-out is sought in this item. The modifications will be undertaken to suit the size and shape of sites required by the industrial activities being established in Mitchell, and will result in a more efficient use of land.

Map P4, Variation 3:

Holt, Section 54

61. Deletion of a loop road and the addition of a cul-de-sac access road to serve 41 government houses.

Map P4, Variation 7

and Map P5, Variation 1:

Florey

62. Addition of the main distributor roads to serve the new residential district of Florey with a projected population of about 5,500 people and the addition of collector and access roads to serve 104 cottage and standard detached house blocks.

63. The Florey district is located west of the Belconnen Town Centre and is bordered by existing residential areas on the other three sides. Together with the Town Centre and the Bruce area it will form an area of intensive land use development along the future intertown transit route. It has an area of 250 hectares and will be developed to provide a mix of medium density and standard detached housing and a full range of facilities (including intermediate centre and a primary school) to serve the needs of the population.

64. The Committee was informed by the National Capital Development Commission that original plans allowed for 30 percent medium density development. This figure is now being reconsidered. The proposal will provide the first stage of development in Florey. The area as indicated on Map P4, Variation 7, is adjoined by the existing suburbs of Latham to the west across Kingsford Smith Drive and Scullin to the south across Southern Cross Drive, and a Roman Catholic High School to the north in Florey.

65. In respect of the first stage residential development, the N.C.D.C. advised the Committee that -

- . planted mounding is proposed along Kingsford Smith and Southern Cross Drives;
- . the area has convenient pedestrian access via two existing underpasses to Scullin or Latham. Initially the population in this area will be served by the primary school and shops in Scullin or Latham;
- . a small central park with playground facilities is to be included.

Map P5, Variation 3:
Dunsmore Street, Widening
and Adjustments at the Barton Highway

66. The proposed inclusion of additional areas for the road reservation of Dunsmore Street, at and near its intersection with the Barton Highway is intended by this item.

67. At present Dunsmore Street is unsealed for most of its length. The impending completion of Ginninderra Drive to the Barton Highway will significantly increase traffic flows on the Barton Highway between Ginninderra Drive and Northbourne Avenue, causing a heavier loading of the intersection of Northbourne Avenue and Barton Highway. By this variation, remedial measures can be taken to avoid a build-up of through-traffic in the residential streets in Lyneham. Upgrading of Dunsmore Street will provide an alternative connection to Northbourne Avenue.

68. The road reservation for Dunsmore Street is generally of adequate width. However, approaching Barton Highway the present reservation is of variable and insufficient width. In addition there is a small section which has previously not been included in the plan of lay-out.

69. The variations proposed remedy these two deficiencies and provide for an adequate reservation width for the full length of Dunsmore Street. In addition the road reservation is splayed at its connection with Barton Highway to provide for an adequate intersection design.

70. The Committee was advised by the National Capital Development Commission that the Yowani Golf Course has encroached upon the road reserve on the southern side. Negotiations may be necessary between the Golf Club and the National Capital Development Commission. The Committee wishes to be kept informed of the progress of these negotiations. Land on the northern side has been identified for broadacre development.

Map P5, Variation 4:

Mitchell: Modification
of Randwick Road

71. The road which is the subject of this proposal, assists in traffic distribution during events which draw large crowds to the showground and racecourse and was included on the plan of lay-out in the 55th Series of Variations. Due to an error, that variation showed the road reservation on a slightly different alignment than was proposed to be constructed. The present variation rectifies that error. It also includes a modification to the northern end of Randwick Road near its junction with Flemington Road.

72. The modification will enable the northern section to be relocated so that it will not pass closer than 90 metres from the starting chute, and will provide additional road space for the parking of buses.

73. The road currently provides minimum safety standards compatible with its prime use of supplementing major roads during peak use occasions at the showground and racecourse. Ultimately it is proposed that this road will be of distributor standard.

Map P5, Variation 8:

Lyneham: Modifications at corner
of Barton Highway and Ginninderra Drive

74. The proposed modification of the road reservation of Ginninderra Drive at its intersection with the Barton Highway is sought in this variation. The modification complements the variation shown at Map P5, Variation 3.

75. With the pending opening of Ginninderra Drive, the junction of Barton Highway and Ginninderra Drive requires modification to provide two left hand turn lanes to accommodate the expected increased peak traffic flows. The present action to adjust the boundaries at each corner will also allow the appropriate relocation of the public utility cables.

Map P5, Variation 10:
Belconnen Town Centre,
modification of Emu Bank Drive

76. The modification of a proposed intersection on Emu Bank Drive to safely accommodate the different traffic flows expected to occur at this junction is the subject of this variation.

77. The right-angle junction proposed will create a clear distinction between the high volume parking access flows from the eastern section of Emu Bank Drive into parking areas to the west of the junction and the less heavily trafficked northern section of Emu Bank Drive which will primarily serve residential development.

Map P5, Variation 11:
Belconnen Town Centre,
modification of Cameron Avenue

78. The modification of Cameron Avenue east of Eastern Valley Way and the addition of a new road between Emu Bank Drive and College Street is intended by this proposal. The modification will achieve a redistribution of traffic expected to be entering the town centre.

79. The proposed new link continuing from the northern section of Cameron Avenue will allow a more even distribution of traffic entering from this direction. The east-west section of Cameron Avenue and College Street will become the main distributors of traffic in an east-west direction with a consequent reduction of the previously expected traffic along Emu Bank Drive.

Map N5, Variation 2:

Black Mountain

80. Current construction programs for the Black Mountain Tower indicate that the tower will be open to the public in December 1977. A key element in the tourist aspects of the tower is the provision of parking facilities.

81. The original proposals allowed for parking of 150 cars and 4 buses. The space for this parking and its associated loop road is to be provided by demolishing the existing CTC 7 and ABC buildings and by utilising other existing cleared areas at the summit outside the Black Mountain Reserve.

82. In August 1973, the City plan was varied to allow the construction of the parking areas and loop road. In the recent working drawings, a slightly altered configuration of the road and car parks has been devised which the Committee was informed offers significant advantages over the previous configuration. Alteration of the City Plan is required. In the previous proposal, a major portion of the car parking was outside the loop road. The new proposal is for all car parking to be within the loop road and for all traffic at the summit to be carried on a one-way loop road. The Committee has been

informed that the new layout will minimise vehicle/
pedestrian conflict and improve traffic flow.

83. The Committee has been assured by the Department of the Capital Territory that there will not be any interference with the existing nature reserve. Approval for this variation is recommended, subject to the assurance given by the Department. If at any time during construction an encroachment on the reserve becomes necessary, that matter, which would necessarily require a variation to the City Plan, would be referred to the Committee. The Committee believes this requirement provides adequate protection for the nature reserve area and also highlights the need for the requirements of Section 12A of the Seat of Government (Administration) Act 1910 to be strictly observed.

Map N5, Variation 11:
Reid, Sections 7, 8: Deletion
of a Section at Currong Street

84. This variation proposes the deletion of the section of Currong Street between Ainslie Avenue and Allambee Street to allow the amalgamation of Sections 7 and 8, Reid. The intention of this variation is to permit maximum utilisation of this inner city site for medium density housing and for the siting of a community facility complex on that location. This development is related to the overall development of the inner city area and will provide the residents with ready access to nearby shops and community facilities.

85. The closure of Currong Street calls for minor kerb relocation work on Ainslie Avenue and Allambee Street. Pavement removal within the amalgamated site will be the

responsibility of the private enterprise developer undertaking the development of this site.

86. Sections 7, 8 and 9 Reid are intended for medium density housing development by government and private enterprise. Up to 225 medium density housing units, including a commercial and community centre on the area between Sections 7 and 8, Reid will be provided. The development adjoins existing medium density and detached housing areas.

87. The National Capital Development Commission engaged Philip Cox, Storey and Partners Pty. Ltd. (Planning and Architectural Consultants) and Sinclair Knight and Partners (Engineering Consultants) to investigate the likely traffic impact of the proposed medium density development and the effect of road closure on the street system in the surrounding area. The Commission, as a result of this study, considered that the closure of Currong Street will have no significant adverse effect on the surrounding area.

88. The Committee was informed that resident and other interested groups have been involved in all major phases of the planning for this project and specifically with the proposal to close Currong Street as follows:

Discussions with a representative committee of Reid residents commenced from a public meeting in March 1975, followed by meetings in May 1975, July 1975, November 1975 and in August 1976.

- . Discussions also took place with the Trades and Labour Council and the Low Cost Accommodation Committee.
- . The Reid Residents' Committee, in August 1976, reiterated their earlier endorsement of the proposals to delete Currong Street between Ainslie Avenue and Allambee Street.
- . The Action Area Plan showing the closure of Currong Street, was presented to the Standing Committee on Housing and Welfare of the Australian Capital Territory Legislative Assembly in July 1975.

Despite the public involvement outlined above, several formal objections to the proposal were lodged when it was gazetted.

Objection - Effect of closure of Currong Street on nearby streets

89. Traffic counts carried out by the Commission in 1971 and 1975 indicated that the maximum flow in peak hours on Currong Street do not normally exceed the rate of 200 vehicles per hour. These flows are relatively low, taking the proximity of the City Centre into account.

90. The National Capital Development Commission claimed that the closure of Currong Street will benefit Reid residents by deterring through traffic and by directing this traffic to the surrounding distributor roads. Adjacent intersections and distributor roads have the capacity to carry more than twice the present traffic volumes within normal distributor road standards.

91. The 1975 accident figures supplied by N.C.D.C. to the Committee indicate that in the area bounded by Doonkuna Street, Coranderrk Street, Ainslie Avenue and Ballumbir Street, there were 26 accidents of which none were fatal. Twelve were minor accidents resulting in no injuries and only six involving property damage. At the major intersection of Ainslie Avenue and Ballumbir Street, there were 18 accidents of which seven resulted in property damage and injury, all of which were minor.

Objection - Hazards at intersection
of Coranderrk and Doonkuna Streets

92. The National Capital Development Commission's records indicate that there was only one accident with minor property damage at this intersection during 1975.

Objection - Bank up of traffic at
intersection at Boolee and Ballumbir Streets

93. The National Capital Development Commission indicated to the Committee that the give-way signs on Currong Street and this intersection are designed to improve traffic safety. At the same time, they help to protect the residential environment of Reid by deterring unnecessary through trips due to the intersection delays which would result from excessive traffic. N.C.D.C. have not undertaken a study at this intersection which could give estimates of the bank-up.

Objection - Traffic generation
on Doonkuna Street

94. The National Capital Development Commission were of the opinion that this residential street is more than adequate to carry the expected traffic volume. The proposed development

flanking Dookuna Street is expected to generate a maximum of 140 car trips during the peak period and the impact of this relatively small number of vehicles should be quickly dissipated as the majority of vehicles will exit onto Ainslie Avenue. Commission studies undertaken by Sinclair Knight and Partners on the impact of traffic in the area show that inner city medium density developments generate only low levels of vehicular traffic. This study was used as a basis for further studies by N.C.D.C. traffic engineers, whose studies further support those of Sinclair Knight and Partners.

Objection - Traffic generation
caused by construction

95. The National Capital Development Commission considered that only minimal volumes of construction vehicle traffic can be expected. The construction of works will be subject to Commission contract controls and other relevant city ordinances. N.C.D.C. has indicated that the early closure of Currong Street is necessary to provide adequate hydraulic services during construction.

Objection - Increase in charges
against municipal account

96. Capital improvements to the gutters, kerbs, footpaths and surrounding facilities will be carried out under the Commission's Capital Works Program. The taking up of the medium density housing leases will increase the spread of the rating base. The improvement to gutters, kerbs and footpaths will limit municipal maintenance costs and requirements for this specific site. Previous costs involved with keeping verges

and rough footpaths clean were more than those which will be involved in keeping constructed kerbing and guttering clean.

Objection - Inconvenience to tenants of Currong Flats

97. The National Capital Development Commission informed the Committee that vehicular traffic will be diverted from inner suburban streets to the surrounding distributor roads. Safer inner suburban streets in Reid will result from this action. Alternate routes of Elimatta Street/Anzac Parade west or Ballumbir Street/Coranderrk Street are also available adding only small distances over the Currong Street route.

Map M4, Variation 1:
Rivett, Section 9

98. The addition of a cul-de-sac access road off Morrell Place to serve 9 government houses is proposed.

Map M4, Variation 2:
Rivett, Section 8

99. Addition of a cul-de-sac access road off Angophora Street to serve 6 government houses.

Map M4, Variation 4:
Rivett, Section 40

100. Addition of a cul-de-sac access road off Casuarina Street to serve 9 government houses.

Map M5, Variation 3:
Weston: Association for Modern Education School: Access Road

101. Addition of an access road off Stretton Drive to serve the existing Horticulture Centre, the proposed new Association

for Modern Education School and future development sites. Land in this area has been leased or is set aside for Commonwealth and private enterprise institutional needs. Apart from the AME School other possible land uses under consideration include the A.C.T. Police Training Academy.

Map M5, Variation 4:

Holder, Section 30, Govett Street

102. Access to sites for a medium density housing project which is being developed by private industry. The developers have been granted a lease over the entire block. The basis of the proposal is that the developer will sub-divide the site, providing all services including roads.

Map M5, Variation 6:

Waramanga, Section 38

103. Addition of a cul-de-sac access road off Yambina Crescent to serve 10 government houses.

Map M5, Variation 10:

Phillip, Section 10, Access to Club Sites

104. Addition of an access road off Irving Street to serve two club sites. A site fronting Irving Street is currently on offer to a club, the rear site has not yet been allocated. The lessees of these sites will have to provide parking for 40 cars on-site.

Map M5, Variation 11:

Deakin, Section 37

105. Modification of previously included access roads and parking areas to serve sites for national institutions. This will allow an improved layout of car parking, improved

landscape screening of parking areas and permit the staged construction of parking areas. During the detail design stages of this area the western car park area was re-oriented to fit the rows of parked cars along the contours, and thus provide better screening of the car park by landscaping and to permit staging of the car park construction. This change also affected the shape of the car park. Design changes also occurred in the two courtyards and have led to the modifications proposed for these areas. A review of the proposed road intersection with Denison Street showed a need to improve traffic flows by a minor change in kerb alignment on the internal road.

Map M5, Variation 12:

Deakin, Section 66: Modification of
Access Road to Telecommunications Facility

106. Modification of a previously included service access road to serve the Deakin Telecommunications Facility. The proposal will achieve both a better engineering and a cheaper cost solution. This represents a considerable saving on the cost of a road on the previous alignment.

Map M5, Variation 13:

Phillip, Section 51

107. Addition of three access roads off Power and Ainsworth Streets to serve 119 townhouses and flats.

Map L5, Variation 6:

Kambah, Sections 274-277: Modification
to Group Centre Lay-out

108. The proposal seeks modification of the previously included layout of access roads and parking areas to serve the

Kambah Group Centre. The intention of the proposal is to increase the radius of bends at some intersections, to improve service vehicle circulation and access to loading areas and to incorporate a revised location for a parking area in the northern part of the centre.

Map L5, Variation 7:

Isabella Plains: Modification to
Intersection of Lansdowne Circuit
and Erindale Drive

109. A minor variation to the road reservation of Lansdowne Circuit near its intersection with Erindale Drive.

110. As Lansdowne Circuit will be providing the only access to the residential area south of this intersection it is essential that the intersection with Erindale Drive is of optimum design standard. Accordingly, the design of this intersection has been revised in order to facilitate improved traffic channelling. The modification will enable the easterly re-location of the proposed carriageways of Lansdowne Circuit.

Map L5, Variation 8:

Wanniassa, Sections 133, 134:
Modifications to Group Centre Layout

111. Deletion of a previously included road to enable the integration of the Wanniassa College and Community Centre with other development in the group centre and modification of some roads to enable necessary adjustments to proposed sites and service access.

112. The intended development is substantially unchanged. However -

- . the College/Community Centre is now fully integrated with the pedestrian system of the group centre;
- . service vehicle access to the post office site has been improved;
- . parking areas for 780 cars will be provided;
- . overflow parking will be able to use the parking area provided for the adjacent oval.

Map L6, Variation 2:
Jerrabomberra District

113. The addition of two cul-de-sac access roads off Sheppard Street to serve industrial sites is proposed. The land servicing procedure adopted by the National Capital Development Commission for the Jerrabomberra Industrial Estate is to construct a distributor road (Sheppard Street) and then to add culs-de-sac off this road as required for further industrial site development. This procedure has been adopted because the size and shape of sites required are variable and the location of access roads can only be determined when particular sites are requested and identified. Each of the roads proposed will serve four sites, which will be used for manufacturing and bulk storage/warehousing purposes.

Map K5, Variation 4 and Map J5, Variation 6:
Tuggeranong District: Extension of Tharwa Drive

114. The proposed addition is an extension to the previously included section of Tharwa Drive south of

Drakeford Drive. The function of the road is to provide arterial access from the northern areas of the Lanyon development to the Tuggeranong Town Centre and to Drakeford Drive. In addition it will ultimately be connected by another section of Tharwa Drive to the future Eastern Parkway. This section of Tharwa Drive is needed in the short-term to replace the existing access currently provided by Tharwa Road which will be gradually eliminated by various neighbourhood development works.

115. Initial construction will be for only one carriageway. As for all arterial roads the second carriageway is only built when needed. Existing land use is pastoral and the future land use will be residential development. This road has been developed in close association with the design of adjacent neighbourhoods. Environmental protection to residential areas is afforded by the use of acoustic mounding.

Map K5, Variation 5 and Map J5, Variation 7:

Tuggeranong District: First Stage of Lanyon Development

116. The proposed addition provides distributor, collector and access roads to serve the first development area in Lanyon with a projected population of 4,000.

117. The area comprises 129 hectares and will be developed to provide about 1100 detached house blocks together with some sites for cottage lots and medium density housing. It will also contain a primary school, local shopping and community centres, recreation areas and a site for a high school. Development will take place in the north-eastern corner of Lanyon, and five further parcels will be subsequently developed within the area.

118. The Committee considered the new planning initiatives as set out in paragraphs 54 to 117 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.

D. Cycle Paths

Map P5, Variation 7 and Map N5, Variation 17:
Dickson City Bicycle Path

119. The Dickson-City Bicycle Path was constructed two years ago and is intended as the forerunner of a comprehensive system of such paths.

120. The path was included on the plan at the request of the Committee in accordance with its resolution of 24 June 1976 and the Committee recommends its inclusion on the plan of lay-out of the City of Canberra and its environs.

E. Proposed Variations Withdrawn

121. The Committee concurs with the withdrawal of the following variations from these series:

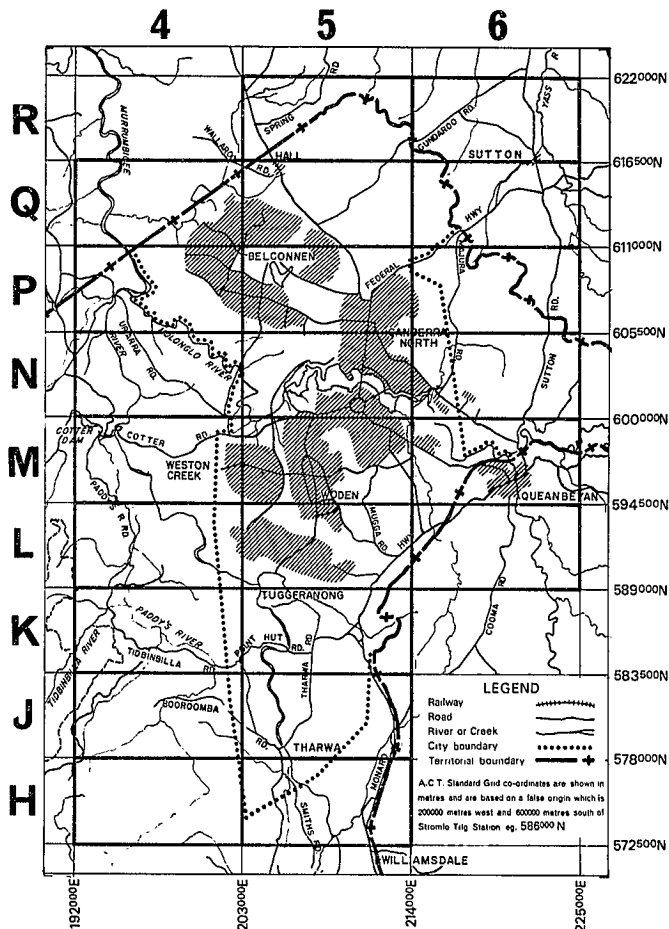
Map P5, Variation 2	-	Belconnen Town Centre
Map P5, Variation 9	-	Belconnen Town Centre
Map L5, Variation 9	-	Wanniassa Section 131

October, 1976


(JOHN W. KNIGHT)
Chairman

Plan of Layout of City of Canberra and its Environs
Published in the Commonwealth of Australia Gazette
on 19 November 1925 as Modified or Varied to
8 October 1975

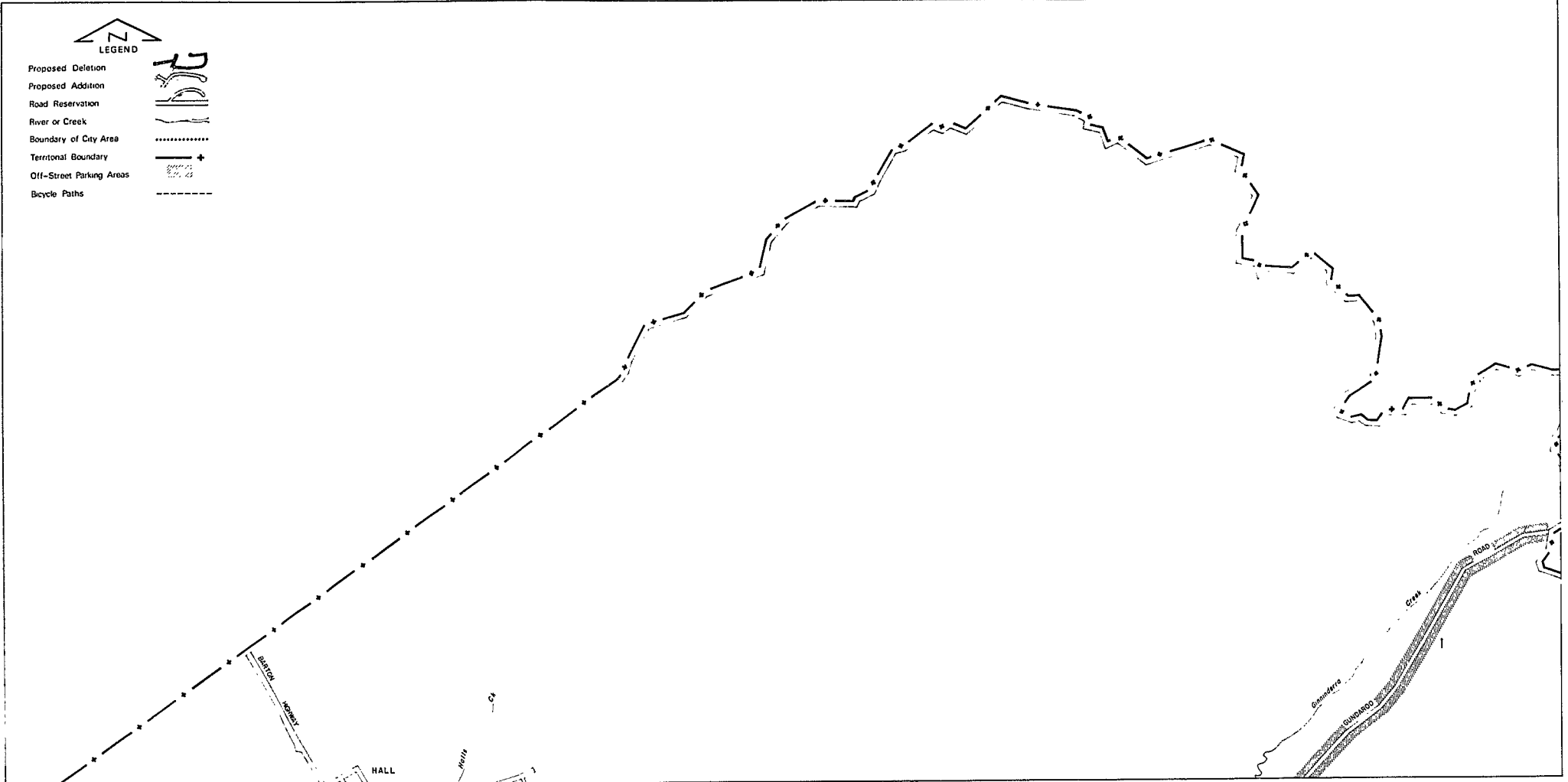
**INDEX OF DETAIL MAPS
INCORPORATING THE CITY PLAN**

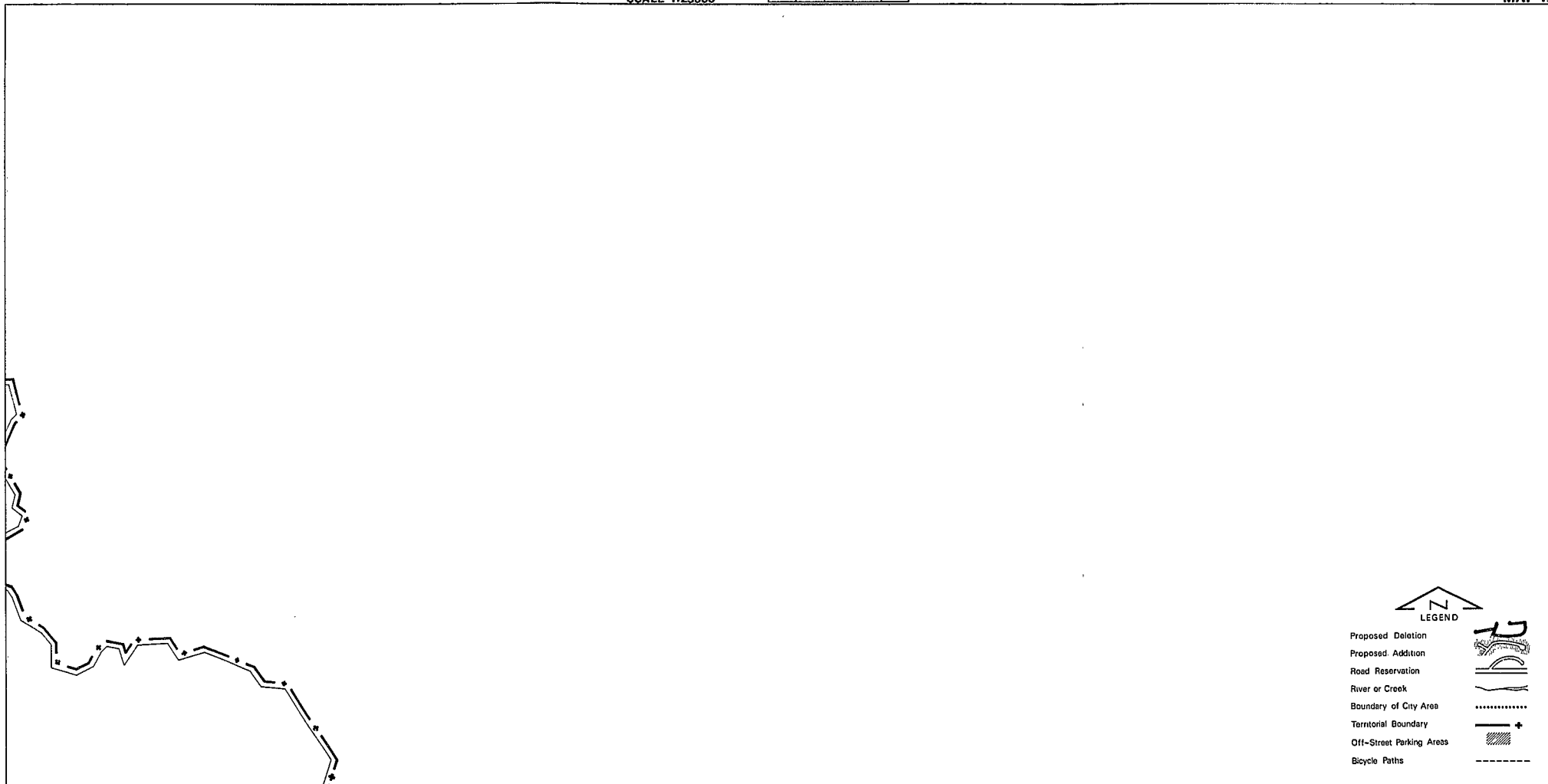


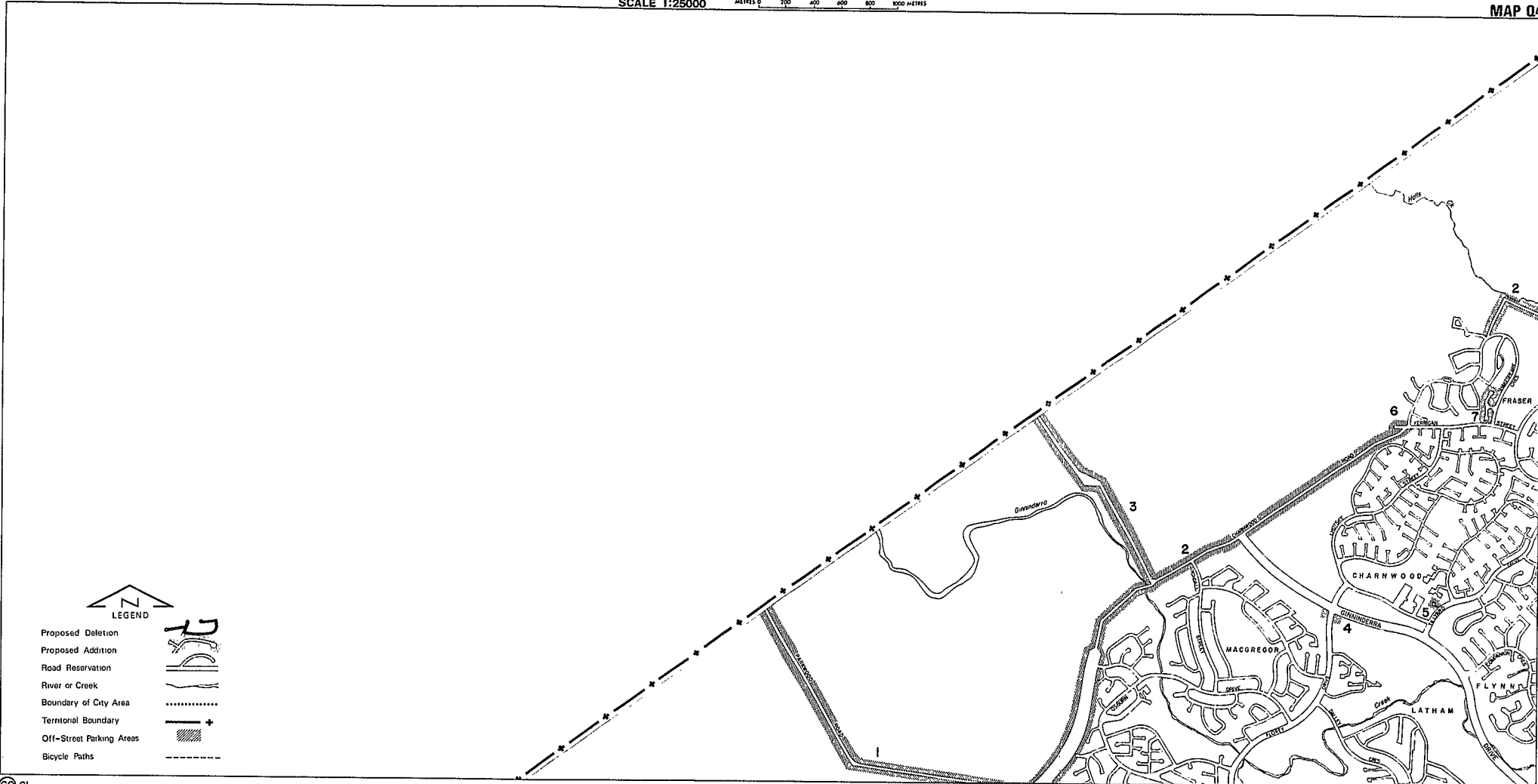


LEGEND

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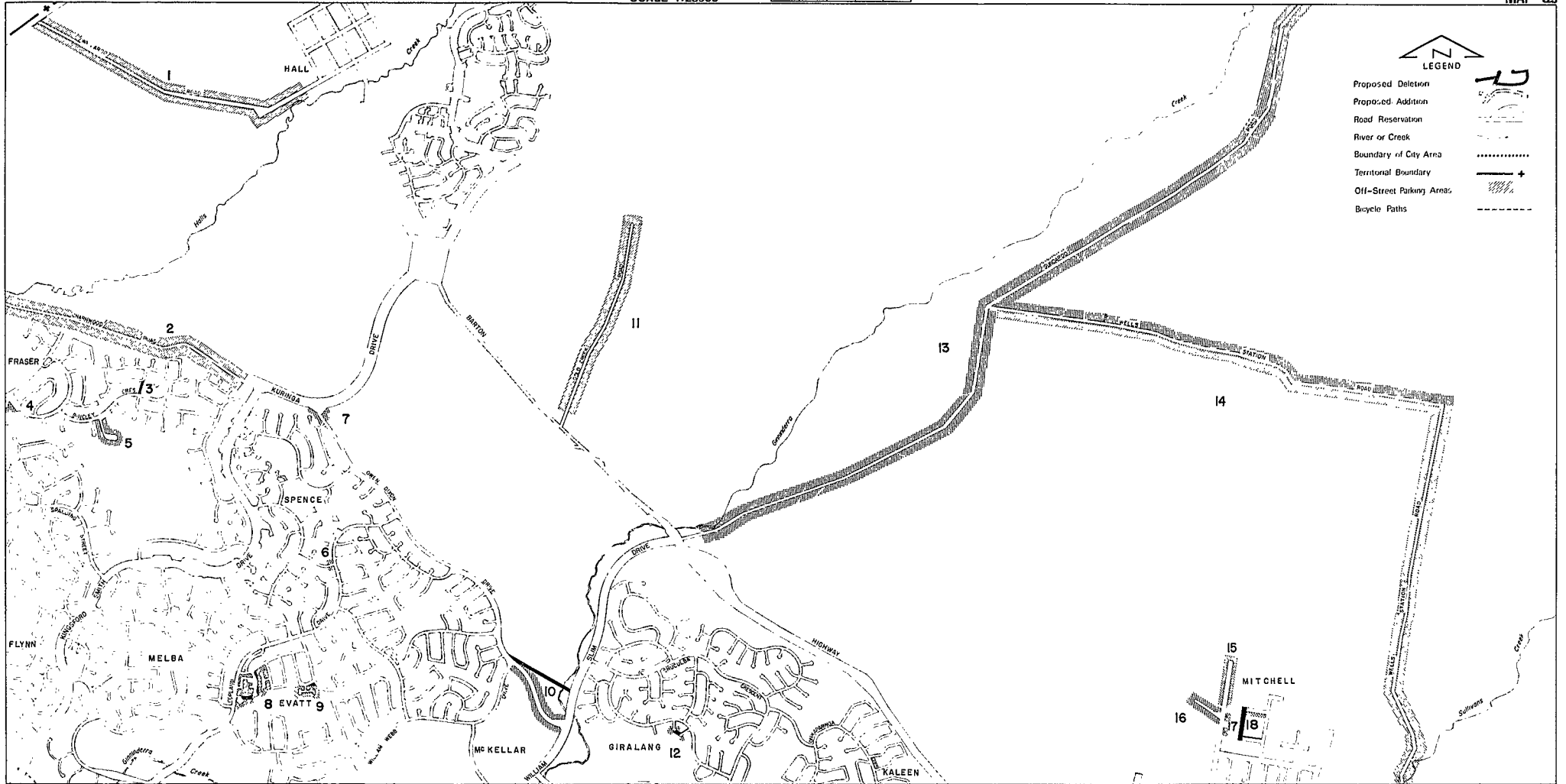


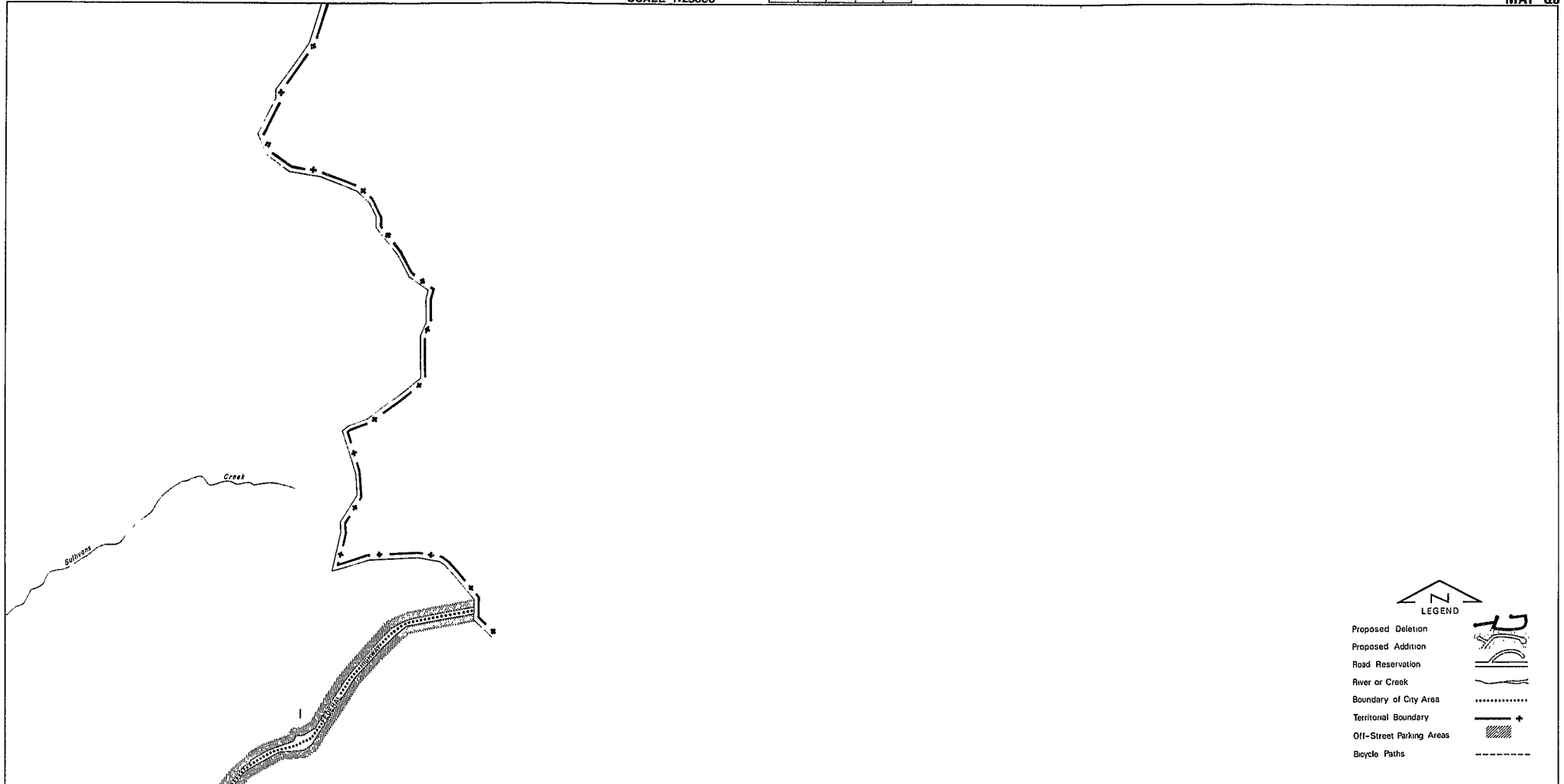




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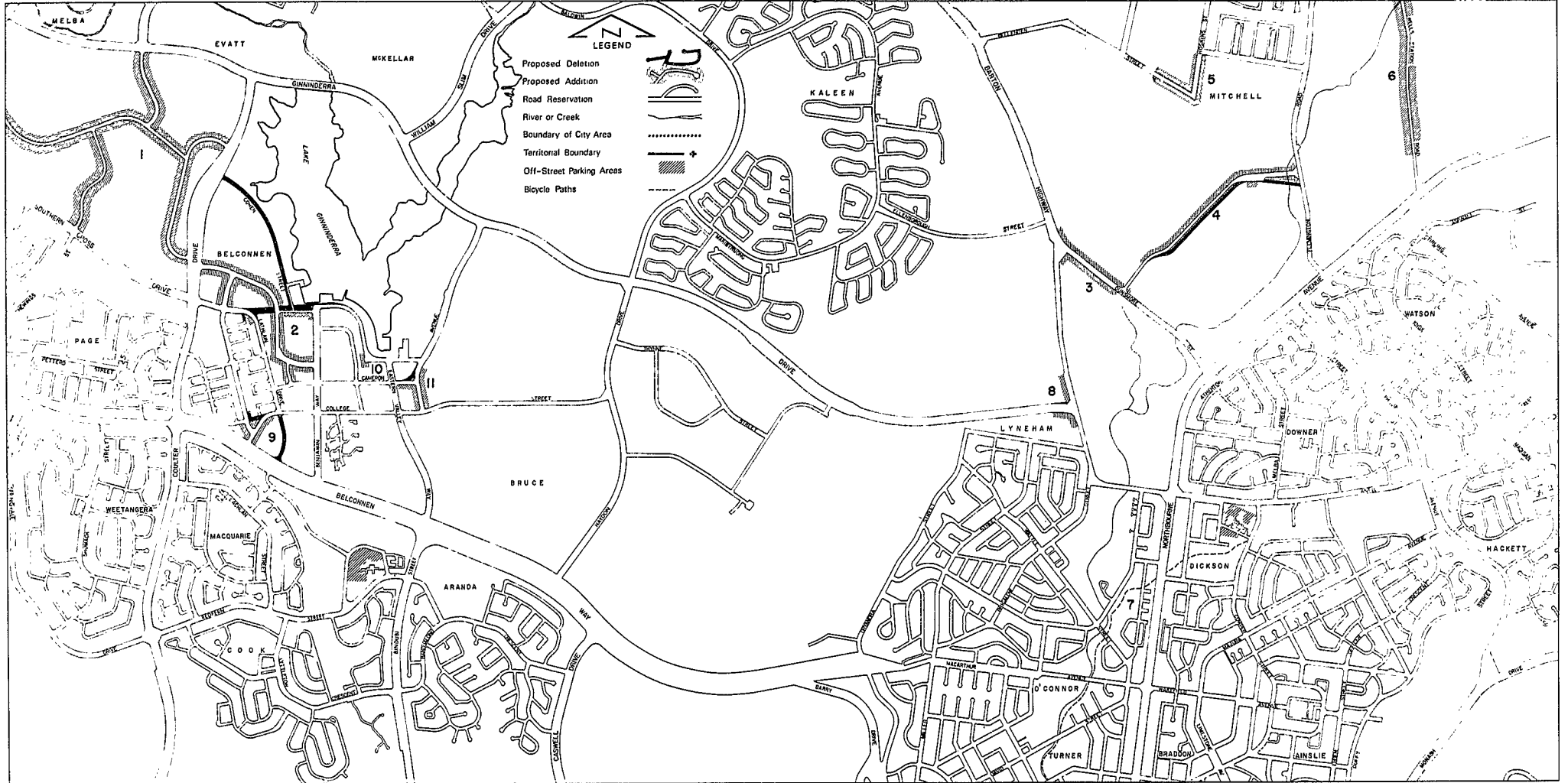
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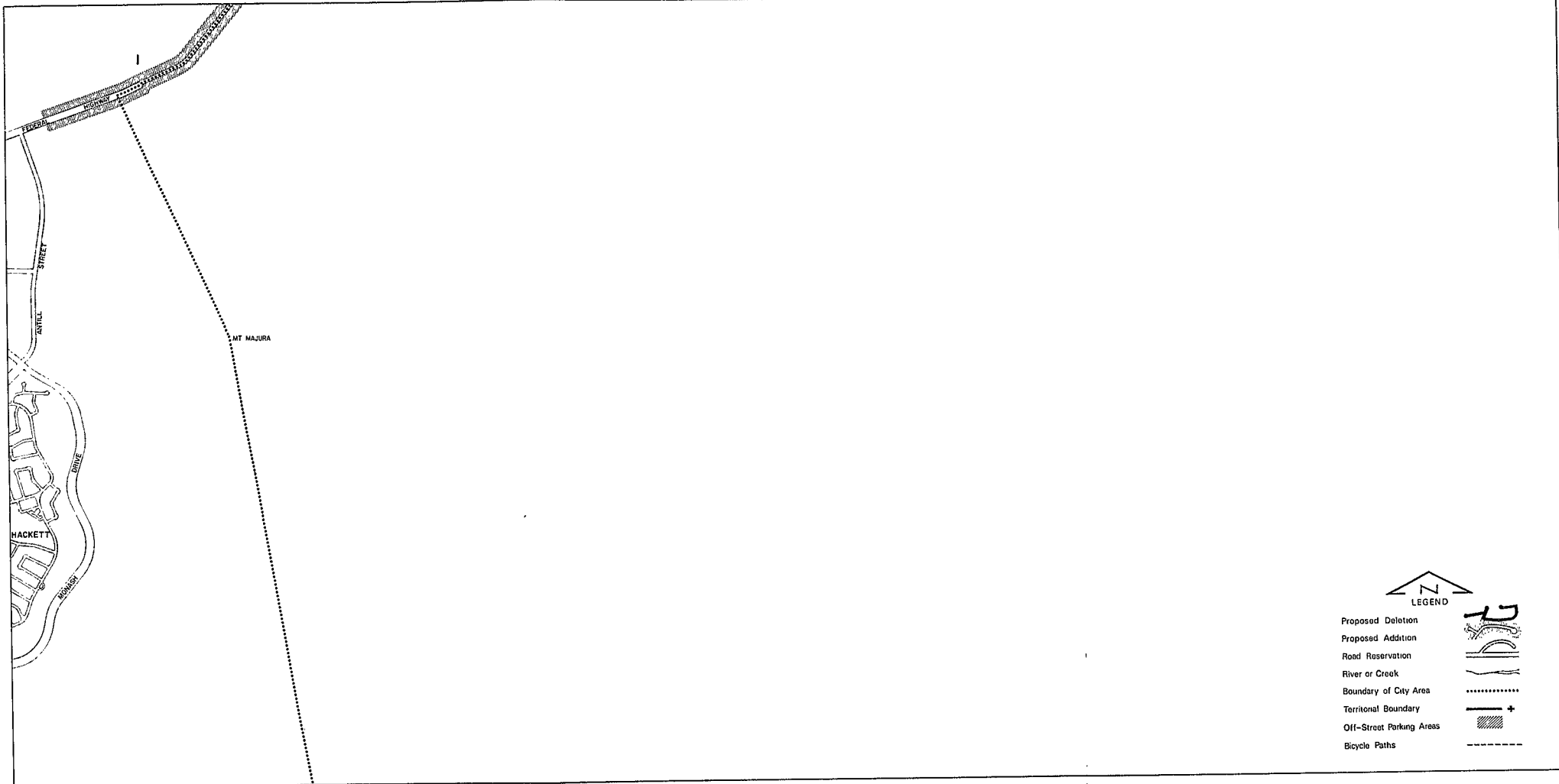
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MAP P4











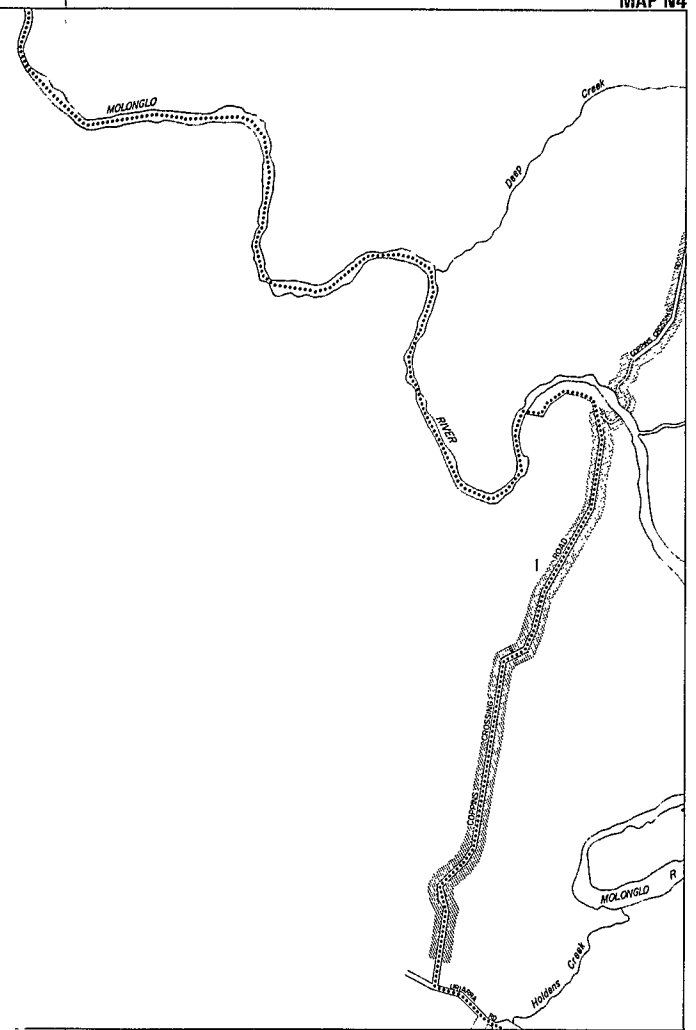
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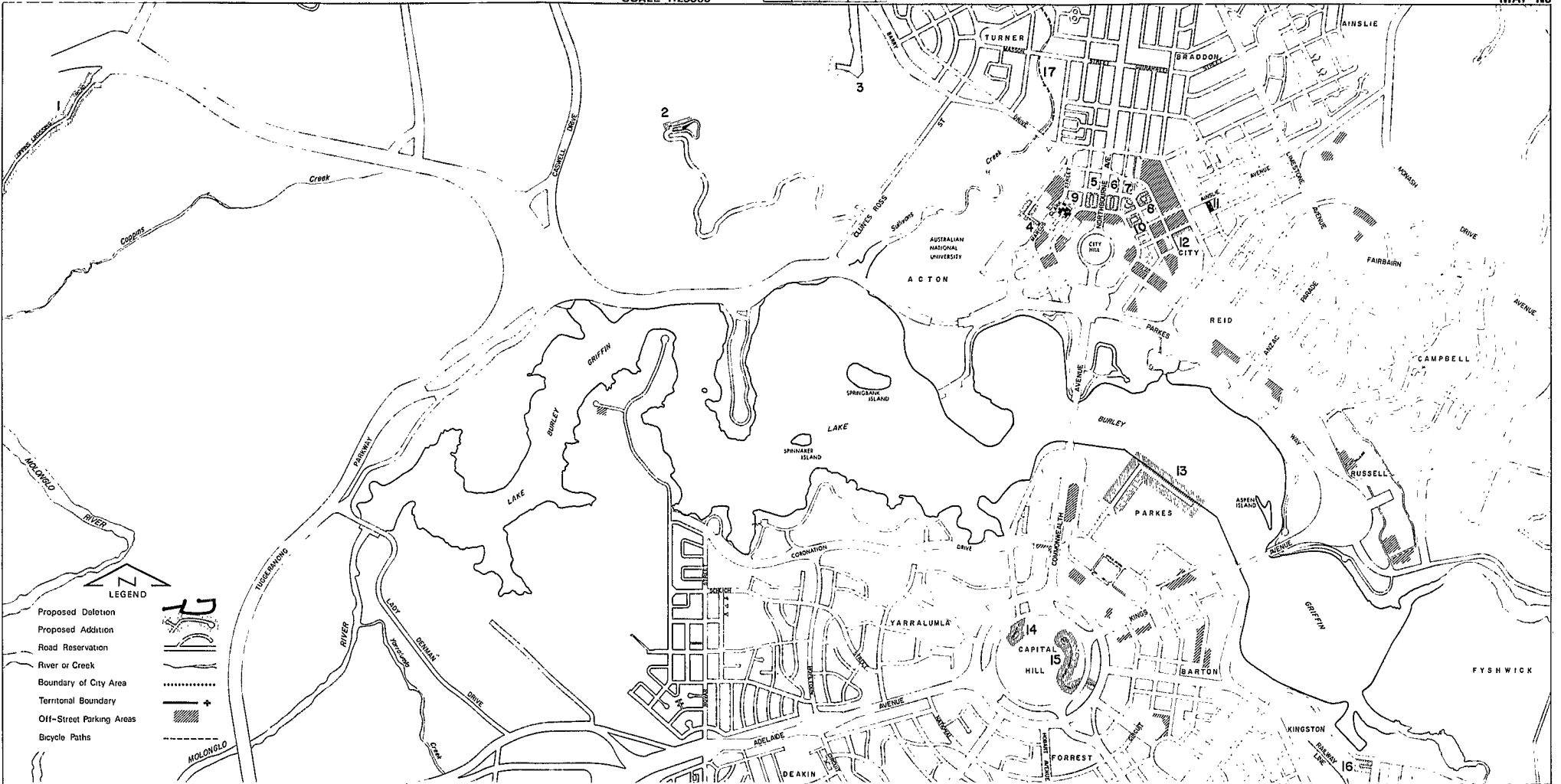
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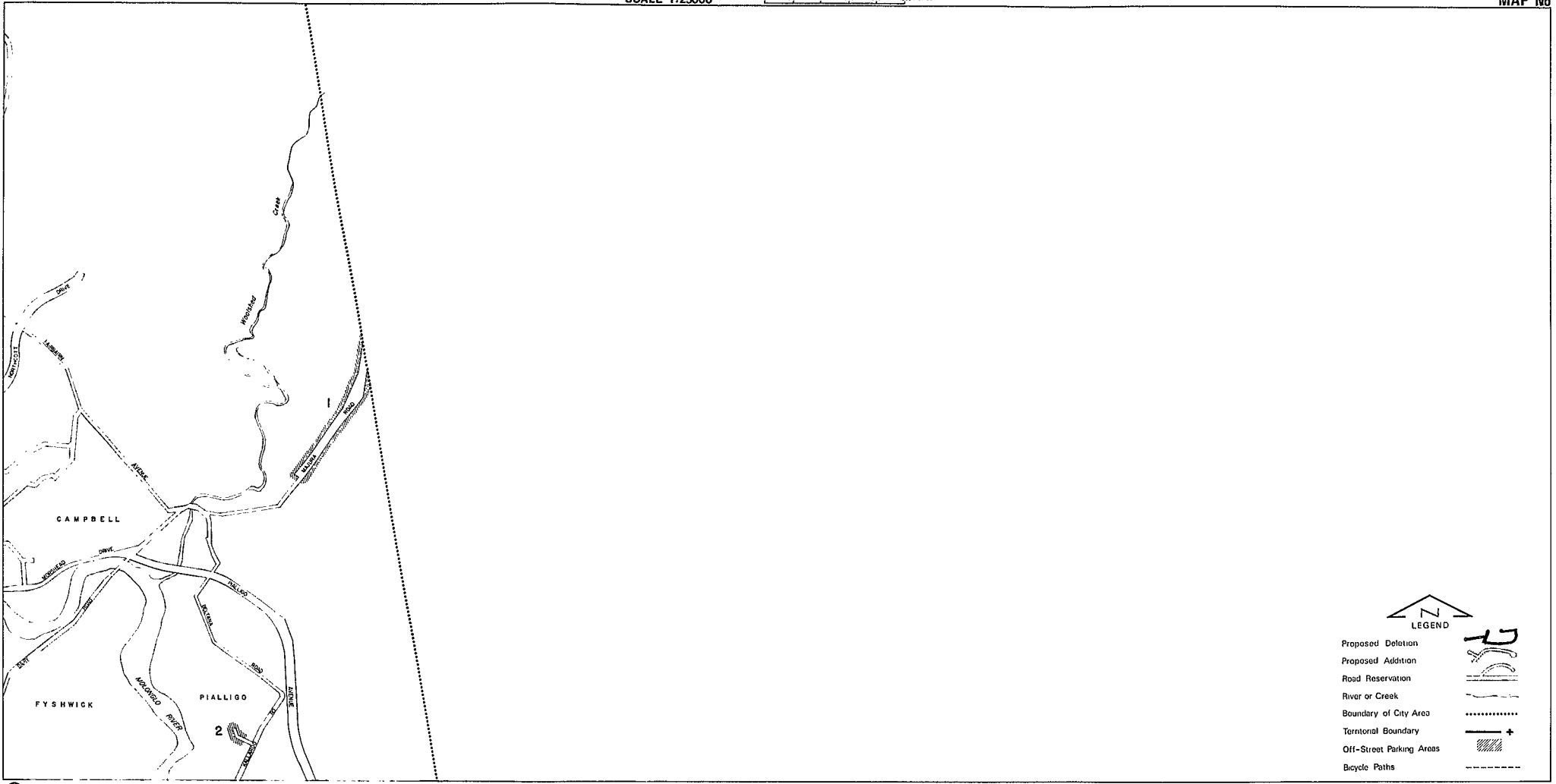
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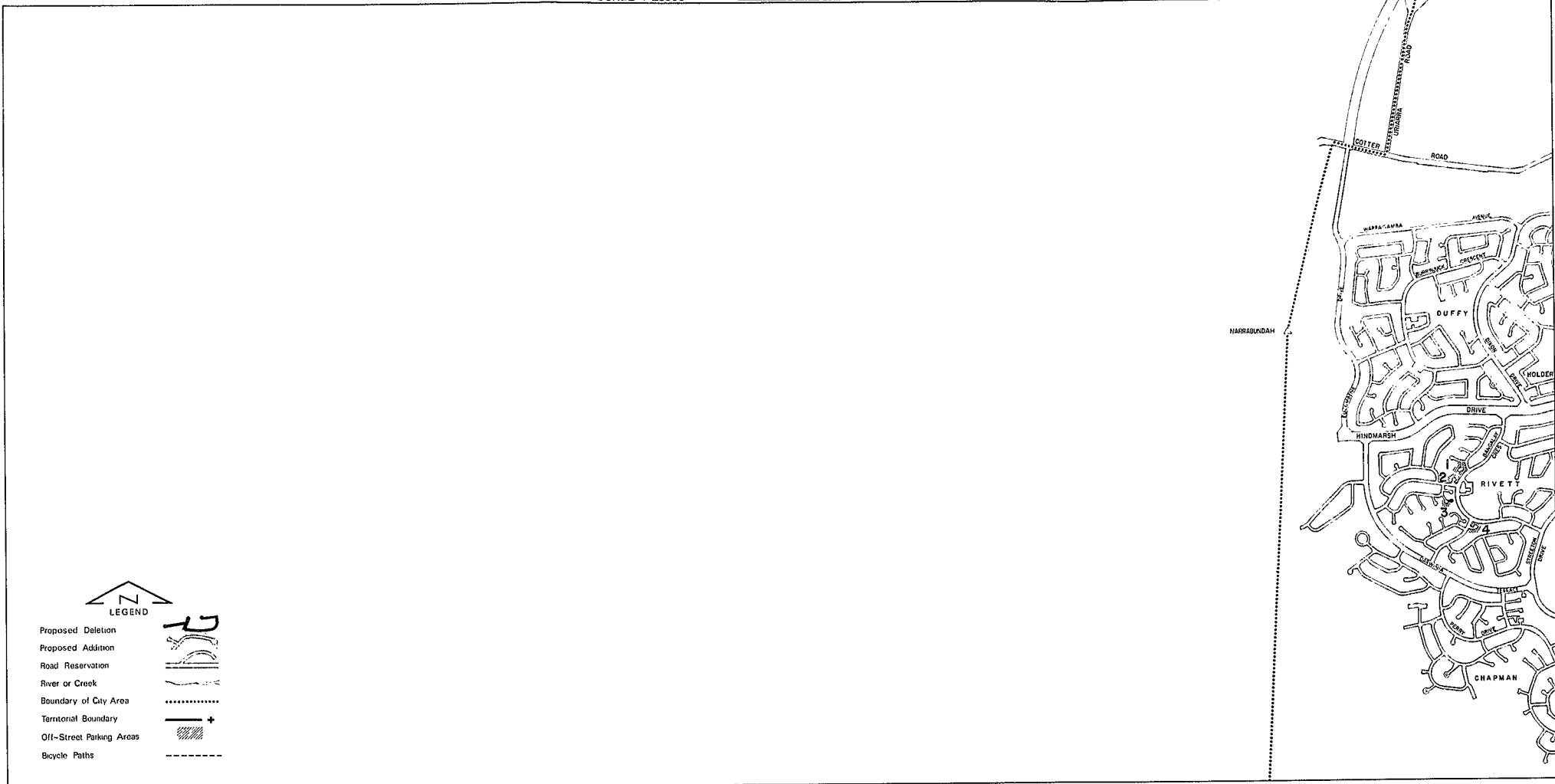
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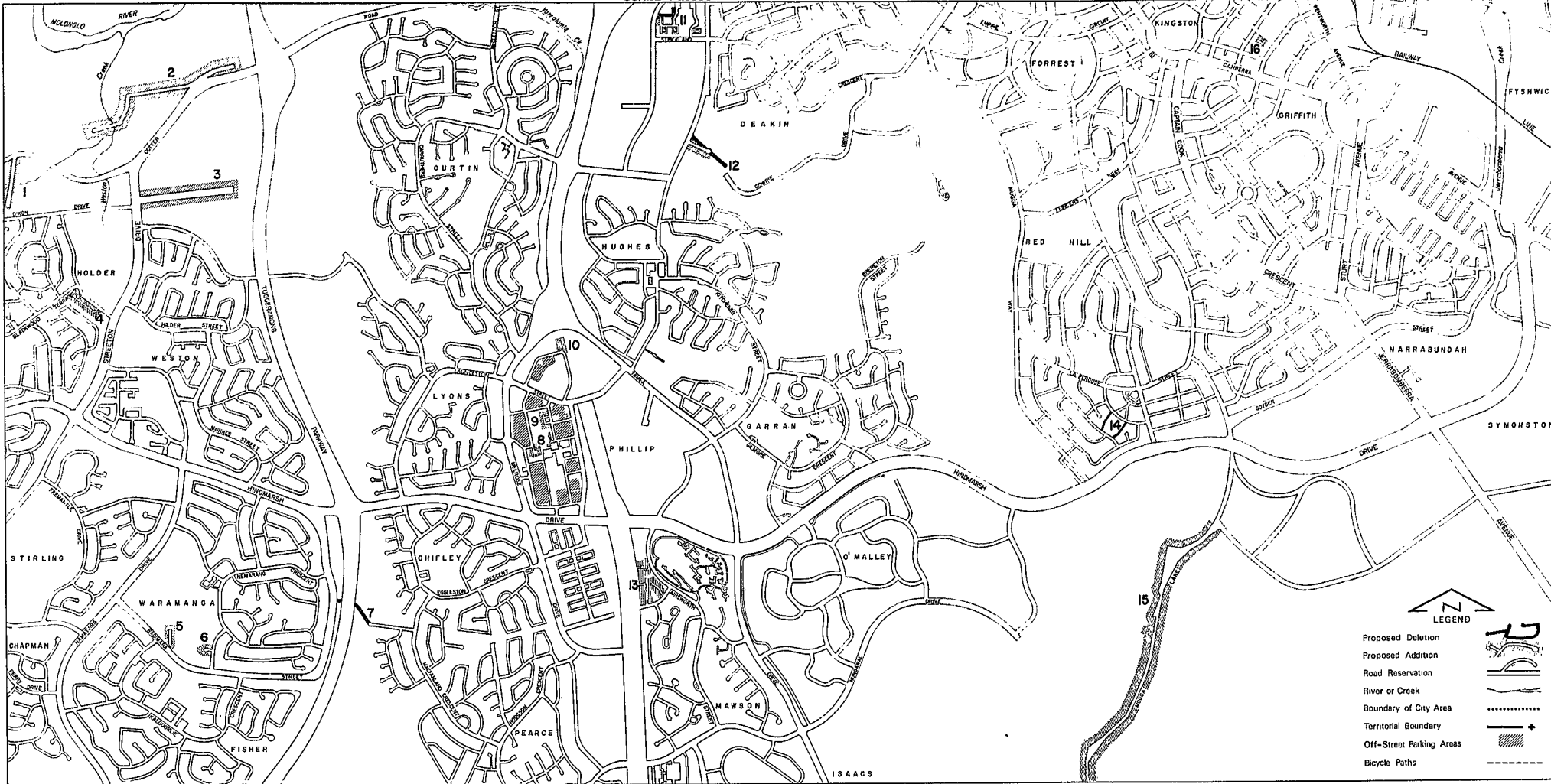
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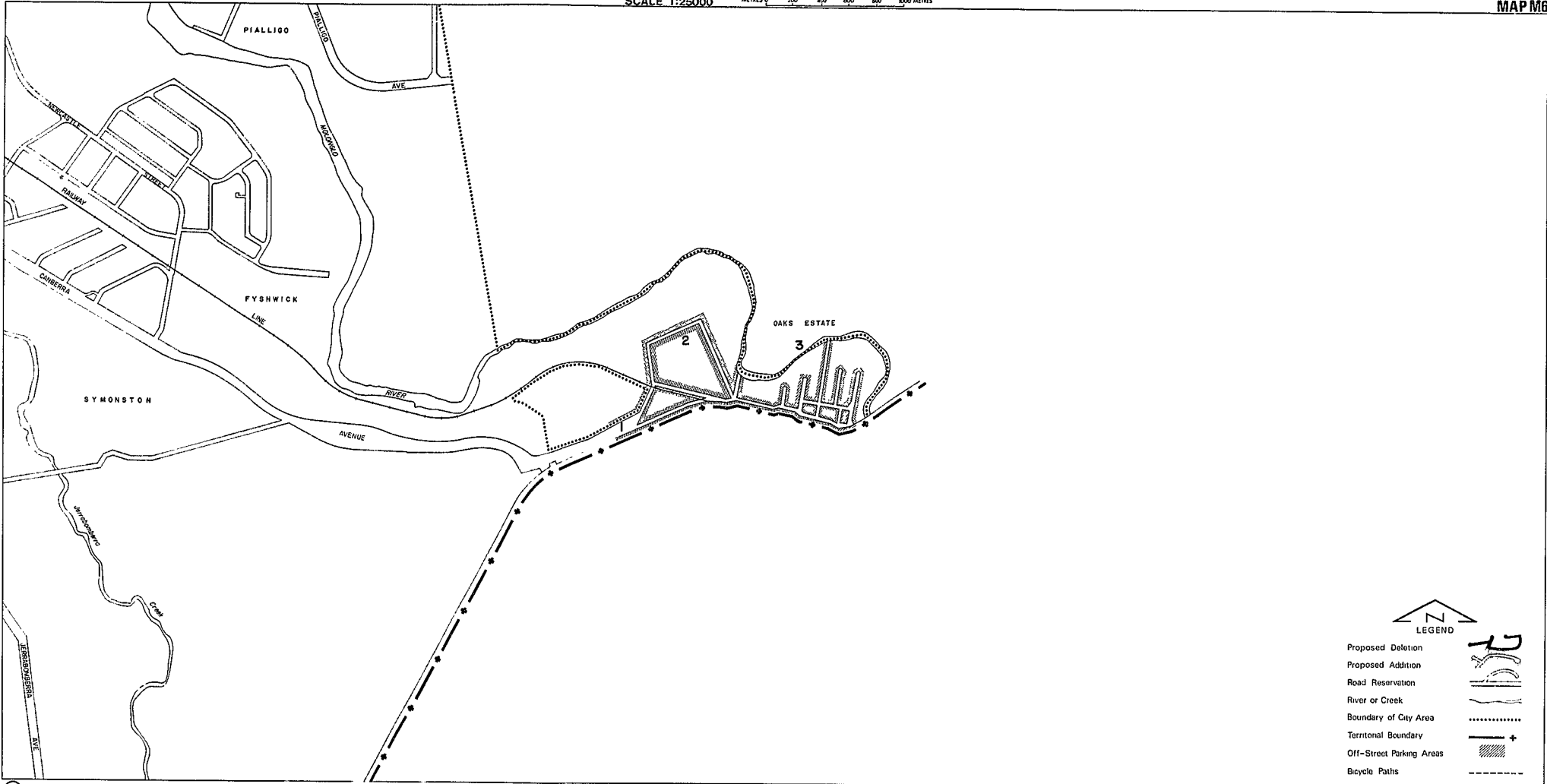
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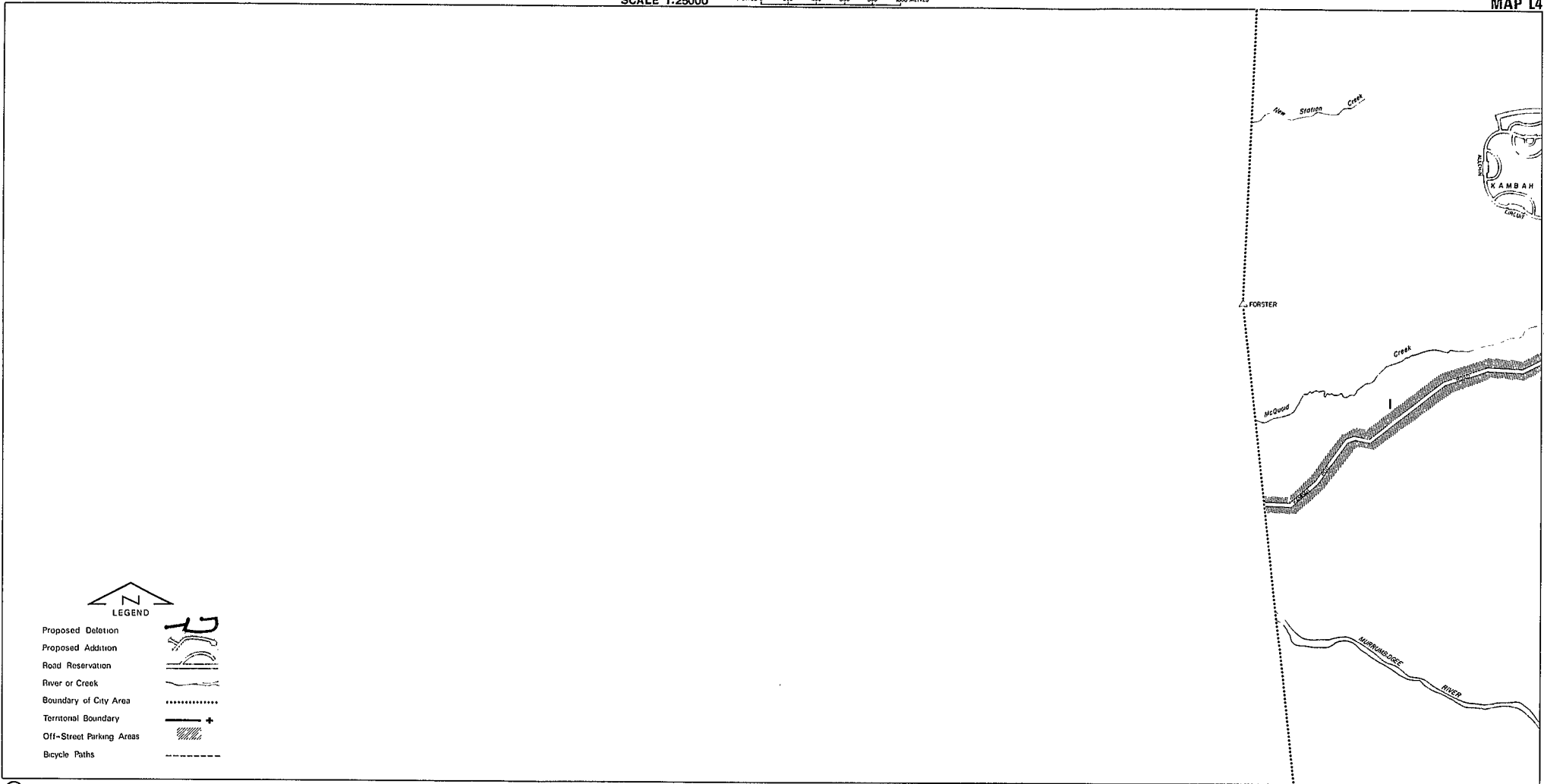


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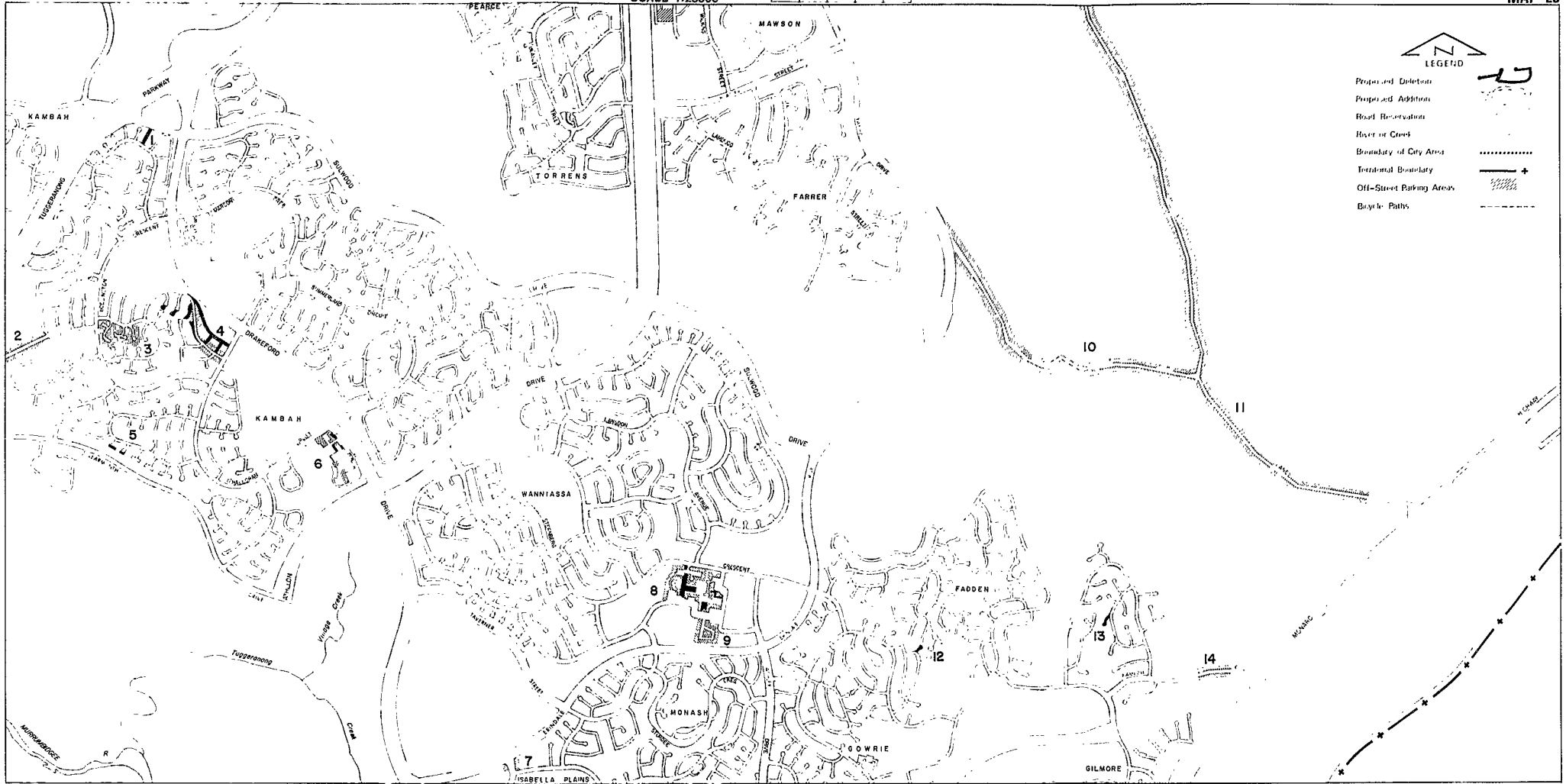




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MAP L5

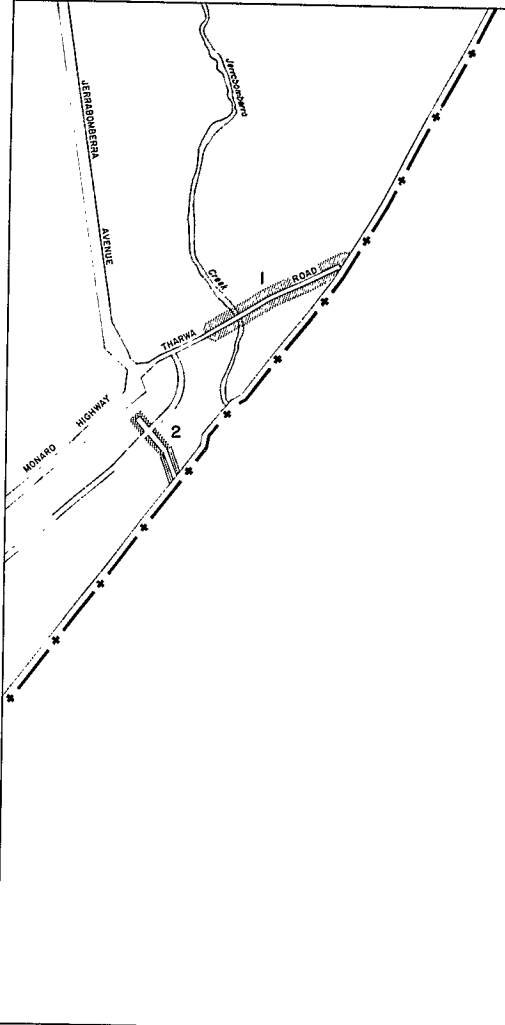


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
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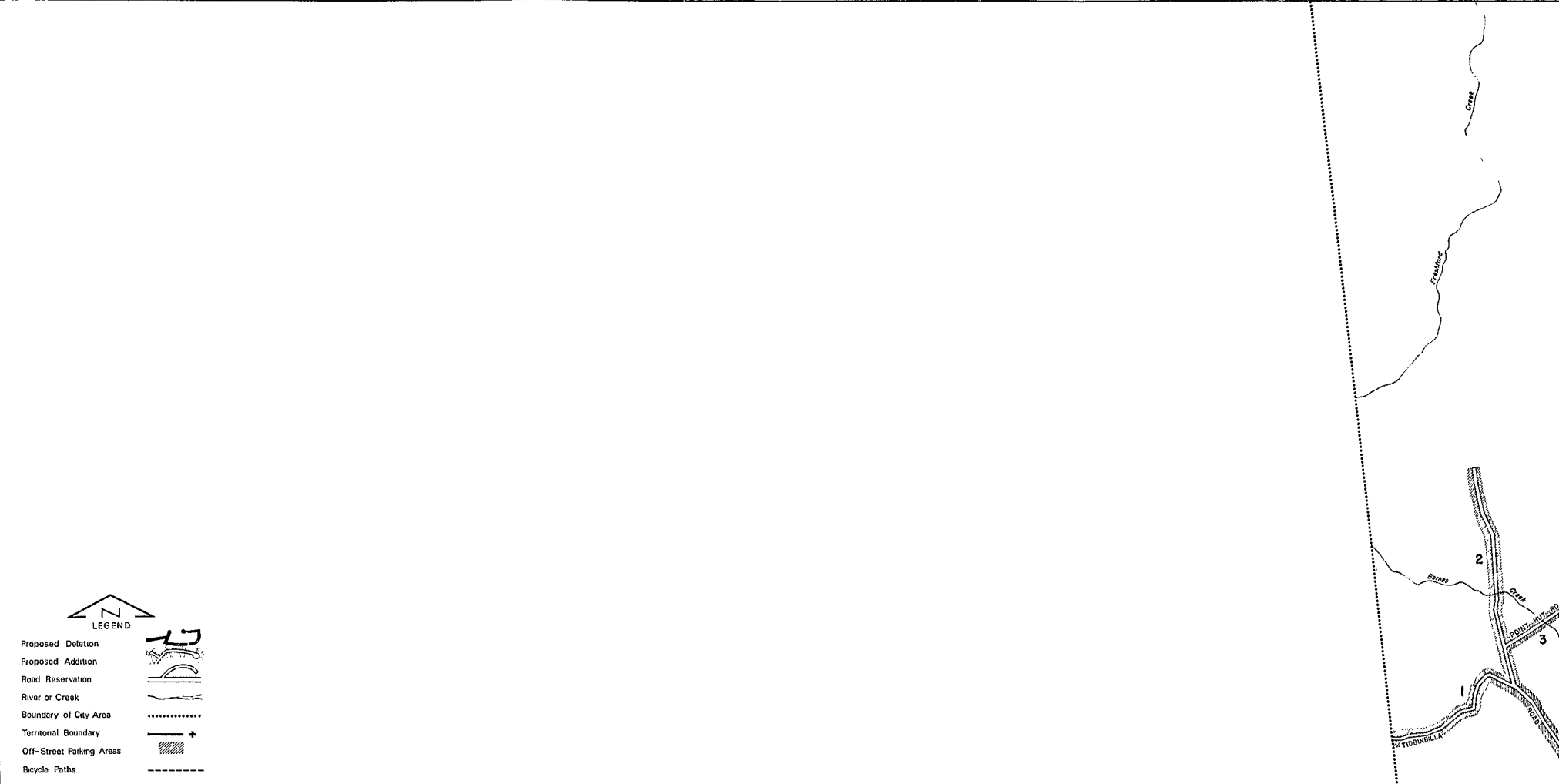
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MAP 16



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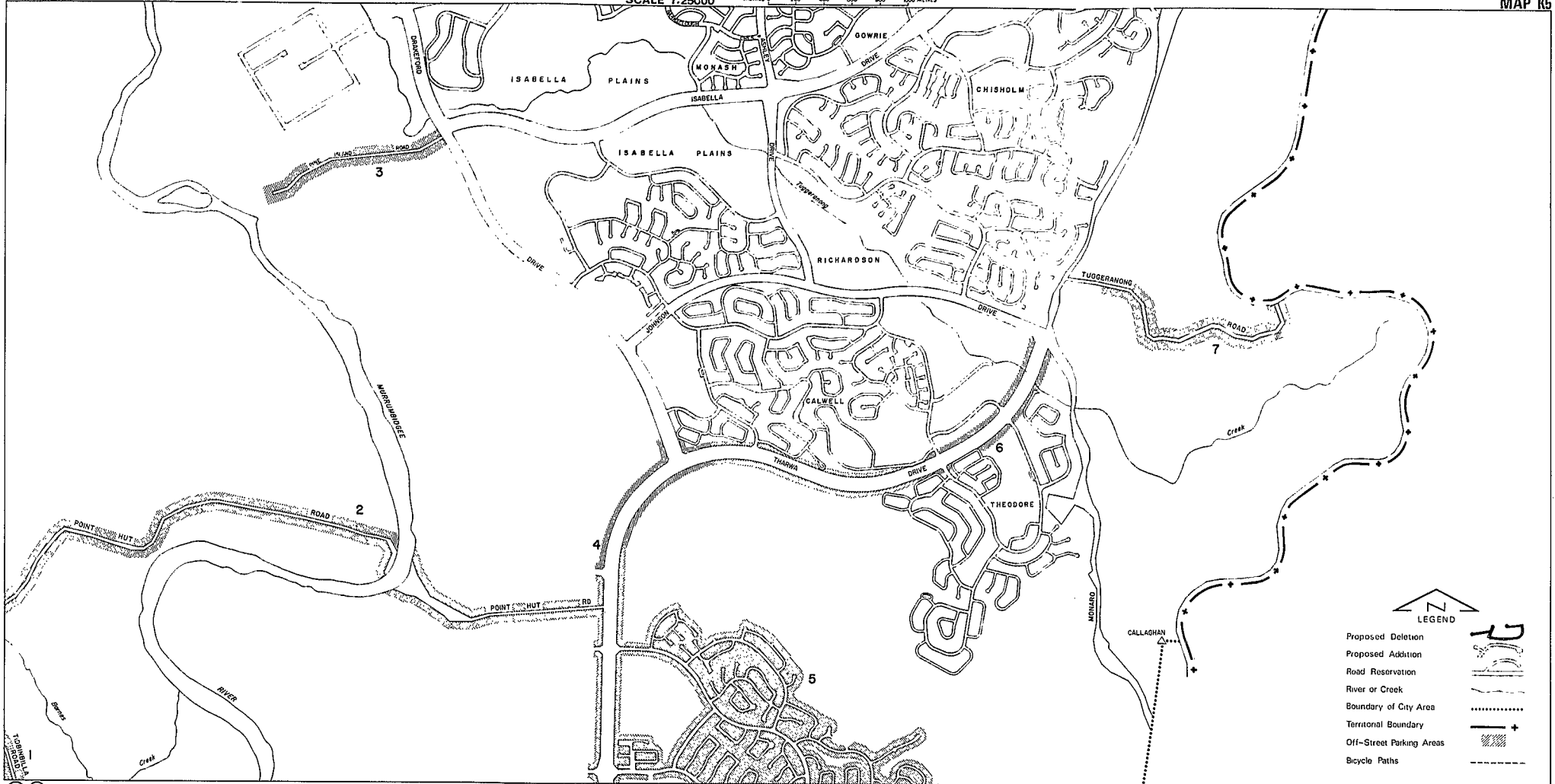
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





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MAP K5



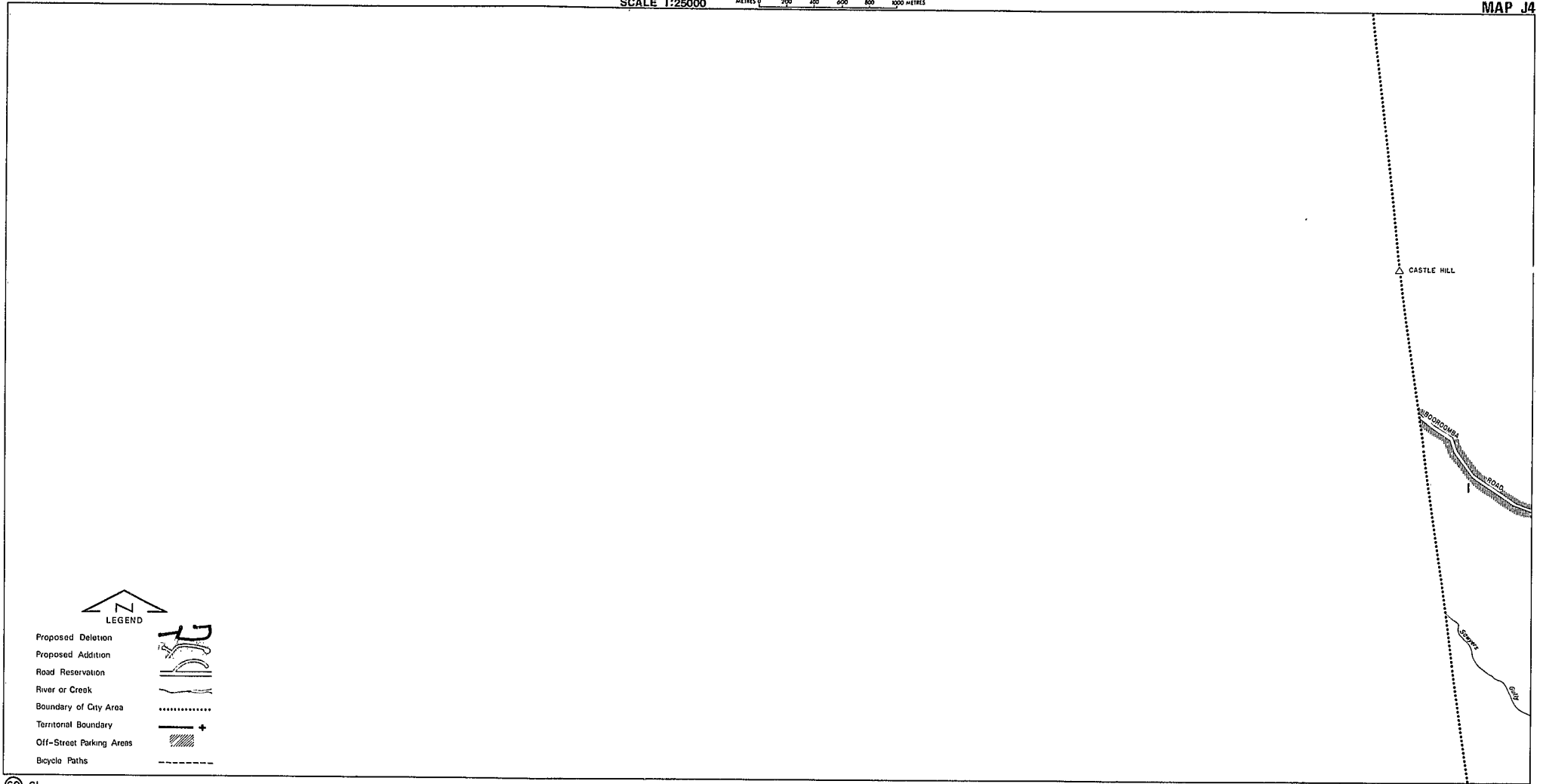
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MAP J4



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MAP J5



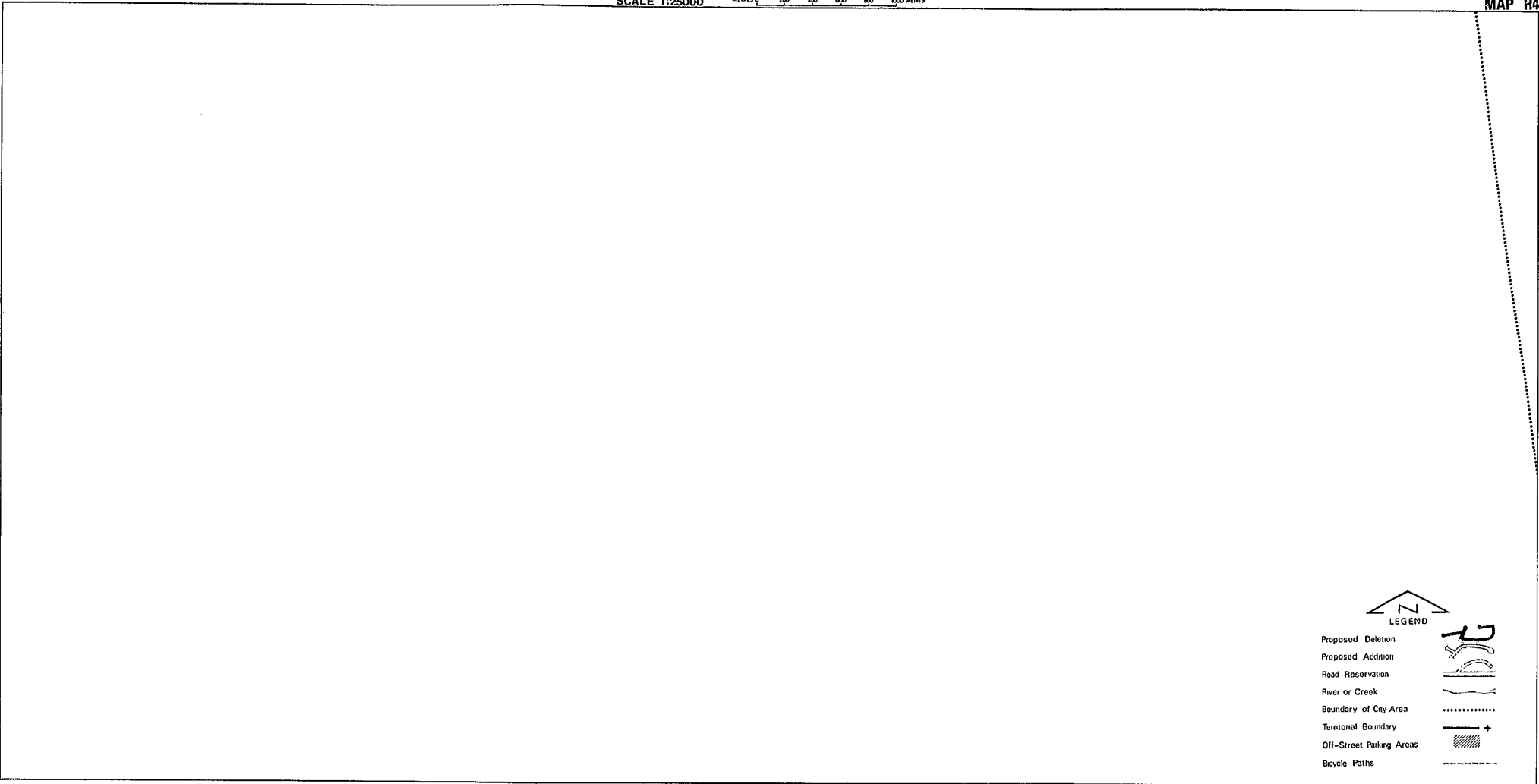
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




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MAP H4



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