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THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

JÓINT 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

(SIXTY-FOURTH SERIES)

PERSONNEL OF THE COMMITTEE

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Clerk to the Committee : Mr. D.W. Nairn

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

The Joint Committee on the Australian Capital Territory was first appointed by resolution 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 Parliament.

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RECOMMENDATIONS

Having examined the 32 proposals submitted to the Committee in the 64th Series of Proposals to vary the Plan of Lay-out of the City of Canberra, it is recommended that all the proposals be implemented.

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY
REPORT ON THE 64th SERIES OF PROPOSED VARIATIONS TO
THE PLAN OF LAY-OUT OF THE CITY OF CANBERRA AND ITS
ENVIRONS

INTRODUCTION

1. In the Commonwealth of Australia Gazette for 6 September 1977 the Minister for the Capital Territory the Hon. A.A. Staley M.P., pursuant to the powers conferred on him by Section 12A of the Seat of Government Administration Act 1909, notified his intention to vary the Plan of Lay-out of the City of Canberra and its environs. Members of the public were invited by the notice (which was published also in the Canberra Times) to lodge objections in writing with the Secretary of the Department of the Capital Territory within 12 days of the publication of the notice, specifying the grounds of those objections. On 2 September 1977 pursuant to paragraph 1(a) of the resolution of appointment of this Committee, 32 separate items contained in the Minister's proposals, and designated the 64th Series were formally referred by the Minister for examination and report by the Committee. The Minister's letter referring these proposals for the Committee's consideration is at Appendix I.

2. The proposals were explained to the Committee by officers of the National Capital Development Commission (NCDC) and the Department of the Capital Territory (DCT) on 20 September 1977. No objections to the proposals were received by the Department.

3. As a result of a Committee decision, the 64th Series of Proposed Variations were held in public instead of in camera as with previous briefings. This decision reflected the Committee's feeling that the people of the

ACT should have direct access to information which affects them. It was also decided that future briefings would also be open to the public subject to the qualification that, where necessary, evidence would be heard in camera at the request of those appearing before the Committee, and at the discretion of the Committee.

4. This report should be read in conjunction with the Hansard transcript of the hearings on the 64th Series of Variations and of a meeting, on the major land development proposals, between the Committee and officers of the National Capital Development Commission and the Department of the Capital Territory.

5. This report is arranged in the following manner. Each item in the 64th Series is described in Part II of the Report in the order it was notified in the Commonwealth of Australia Gazette No. 15399/77. Relevant maps and plans are attached to the Report at Appendix III. The Committee's comments, conclusions and recommendations comprise Part I of the report. The information provided by the Commission and the Department is collected at Appendix II.

PART I

VARIATION 1 - MODIFICATIONS TO THE BARTON HIGHWAY *

6. The Canberra plan is based on the concept of a number of semi-independent towns, each with its own town centre linked by a major public transport system through the centre of the towns, with peripheral parkways. The parkways are major features in the Canberra concept. The intention is that vehicles leaving a given town will travel out to the parkways and then use these to get close to their destination and then use the arterial road system nearest to their destination. The Barton Highway will serve as a parkway.

7. The Barton Highway serves a number of functions: a main "gateway" to Canberra; a major commuter road for people living out of Canberra; and a major access road for Belconnen residents. There are a number of deficiencies in the existing Barton Highway. The road is very narrow, the pavement is in poor condition and the road is inadequate for the speeds of the vehicles using it. The upgrading of the existing road, the duplication of the existing road, and the provision, when needed, of overpasses will greatly improve the road.

8. A major feature of the proposed variation is its environmental importance for the village of Hall. The present road passes through the centre of Hall, bringing large volumes of traffic into the village. The proposed by-pass road will divert through-traffic past Hall. The Committee notes that the proposed variation has many advantages both for the environment of Hall and the traffic flow into and out of Belconnen.

* See also page 9

VARIATION 12 - NETTLEFORD STREET, BELCONNEN

9. In the 63rd Series an objection was lodged against the proposed access road to service areas for various trade uses. The objection was to the removal of four of nine gum trees to make room for a turning circle. As a result the access road, but not the turning circle, was included in the 63rd Series.

10. The Committee requested that the Commission consider a solution which would avoid the need to remove any existing trees to the west of the access road.

11. The Committee is pleased to note that such a solution has been devised. It involves the use of part of the present Department of Construction Maintenance Depot site to which use the Department has agreed. Following the Committee's agreement to the proposed variation, the Department of Capital Territory will arrange for the necessary adjustment to the Maintenance Depot site.

VARIATION 19 - LAWSON CRESCENT, ACTON

12. When the proposal for an alignment of Lawson Crescent was presented to the Committee in the 58th Series of Variations, the Committee requested that the road be moved back as far as possible from the lake shore.

13. The current proposal incorporates changes to the alignment of Lawson Crescent to meet the Committee's request, and provides greater recreational space in the West Basin foreshore.

VARIATION 23 - COMMONWEALTH AVENUE BRIDGE TO PHILLIP
CYCLEWAY

14. During the briefing on the 64th Series NCDC indicated that, although the major portion of cyclepath was still as gazetted, they wished to delete the section of the proposed cyclepath between Yarralumla Bay and the intersection of Flynn Drive and Alexandrina Drive.

15. NCDC proposed to modify some of the tight curves on Alexandrina Drive and, as a result, the alignment of this section of cyclepath will also need to be redrawn. The new alignment of the cyclepath will be brought back to the Committee in the next series of variations. However, the Committee notes with approval the proposal to begin work on the cyclepath in about December of this year.

VARIATION 32 - HUME INDUSTRIAL ESTATE

16. The proposed access road to serve a log storage yard and sites for sawmills or other timber processors affects the location of the existing stock route which will need to be relocated. The Committee asked the Department for further information on this proposal.

17. In reply, the Department indicated that the travelling stock reserve "will not be greatly affected by the road proposal which only affects a small area of the total block."

18. However, the Committee notes that the Department also says: "No negotiations have taken place with users and no plans have been considered for the relocation of the reserve. The Department considers the effect on the reserve to be minimal."

PROVISION OF SERVICED LAND - EVATT, MCKELLAR, HOLT
FLOREY, O'MALLEY, TUGGERANONG TRIG.
(VARIATIONS 4, 5, 6, 7, 27 and 31)

19. The Committee sought from N.C.D.C. and the Department additional information concerning the land servicing program in the A.C.T. (see Appendix II) The information was required to explain proposals to gazette, for early development, areas in Evatt, McKellar, Holt, Florey, O'Malley and Tuggeranong Trig when there were already gazetted and available for development some 9035 blocks and when there were some 6500 fully serviced blocks available and surplus to immediate requirements. The Committee also wished to examine these proposals in the light of other suggestions concerning possible development in inner Canberra and the fact that older houses were readily available in several areas of Canberra.

20. The Commissioner of the N.C.D.C., Mr. Powell, appeared before the Committee to explain the situation and these statistics. It emerged that between 1969-70 and 1972-73 the demand for serviced land equalled the supply. However, beginning in 1973-74 the Commission began a practice of maintaining a reserve of serviced land to meet the housing demands of a rapidly expanding population in the Territory. From 1974-75 to 1977-78 an average land stock of 6250 units was maintained, representing about two years' supply. (Housing units turned off each financial year since 1973-74 have ranged from 3700-5000 although the Commission expects only 3000 to be turned off in 1977-78.)

21. In relation to the 9035 blocks already gazetted but not yet serviced the Commissioner explained that these areas had been proposed for development during the period 1972-75 when a population growth rate of up to 12 per cent per annum was anticipated with a population of 330,000 by 1980 being predicted. Drastic revision of this population

trend meant that earlier planning proposals had to be revised. In reality the population growth rate has fallen to six per cent per annum and is still falling to three per cent in 1977-78. These revisions resulted in decisions not to proceed with planned developments in Hall and large tracts of Tuggeranong. A general tightening up to concentrate population and development in established areas was the policy pursued. Hence the development fore-shadowed in the current series were in areas such as Evatt, Florey and McKellar which are close to Belconnen Town Centre and its facilities.

In Tuggeranong the policy is to consolidate existing development in the area bounded by Erindale Drive, that is the established suburbs of Kambah and Wanniasa. Development of facilities in Tuggeranong Town Centre may thus be deferred until conditions are favourable. Services for residents in Kambah and Wanniasa can be provided from Woden and communication with Woden Town Centre has, to that extent, been improved.

22. The Committee was satisfied that N.C.D.C. and the Department had reacted appropriately to the changing demand for housing in the A.C.T. The Commission had entered into contracts at the peak of the boom in 1974 for land servicing. These contracts had been honoured and the land servicing program gradually adjusted since then to accord with current levels of demand. The transfer program would absorb some of the excess housing available. The urban infill program was not relevant to this situation as no decision had yet been made as to the viability of the proposal and it was still at the stage of community discussion.

23. The apparent preference of land purchasers for the more established area of Belconnen is indicated in figures supplied by the Department. In such areas as Charnwood, Evatt, Fraser, Giralang and Kaleen, there is

a total of 191 housing units now available, while in Kambah and Wanniasa there is a total of 1143 housing units available.

24. The six areas involved in this 64th Series are part of the consolidation program. The Commission viewed Tuggeranong Trig for instance, as a better potential area for servicing than to continue moving south into areas further from the present facilities.

25. The Committee was satisfied that the policy being pursued was appropriate in the circumstances. It raised with N.C.D.C. the need for firm guidelines and some consensus about Canberra's future growth and development so that changes of the kind recently experienced might be avoided. It was agreed that this would be desirable and it was the view of the N.C.D.C. that the potential for future growth rested in development of the city's National Capital role and the establishment in the Capital of seat of government functions not yet transferred.

PART II

ITEMS FROM THE 64TH SERIES

VARIATION 1

Map R5 Item 1; Map Q5 Item 1; Map P5 Item 4:
Modifications to the Barton Highway

26. An additional reservation is required to enable the duplication of the Barton Highway on the eastern side of the existing highway between Bellenden Road and William Slim Drive, and on the western side between William Slim Drive and Kuringa Drive and the ACT/NSW border to permit reconstruction of the Highway on a by-pass route west of Hall.

27. The section of the Highway between William Slim Drive and the ACT/NSW border has not been upgraded since it was constructed and contains sections of sub-standard alignment. The pavement has outlived its useful life considering the type and loading of traffic to which it is now being subjected. Furthermore, as a national highway, it divides Hall with consequent environmental problems. Substantial reconstruction, upgrading and diversion is therefore necessary in the immediate future.

28. A completely new alignment of the Highway north of Kuringa Drive is the only method of providing an adequate highway alignment and protecting Hall. Traffic volumes now do not warrant more than a single carriageway, but the gazettal allows for ultimate duplication.

29. Between Kuringa and Willam Slim Drives the existing highway is again in need of reconstruction, however the existing pavement can be retained for some years, subject only to minor upgrading and maintenance. This can be achieved by its conversion to one way south-bound traffic operation and the construction of a new carriageway for northbound traffic. The ultimate reconstruction of the existing carriageway would depend upon increasing traffic volumes and/or pavement deterioration.

30. South of William Slim Drive, two way traffic flows in excess of 1200 vehicles are being recorded in the peak hour, and with these flows the early symptoms of capacity constraints are becoming evident. Provision of the second carriageway over this section is therefore desirable. The area sought for the road reservation includes provision for possible future grade separation at both William Slim and Kuringa Drives.

VARIATION 2

Map Q4 Item 1; Map Q5 Item 2:

De gazettal of Sections of Charnwood Road

31. This variation provides for the deletion from the plan of sections of the former Charnwood Road which are no longer required for rural property access or suburban movement. Extension of Tillyard Drive to connect with Kuringa Drive and to formalise the existing gravel access along Charnwood Road to Kuringa Drive is also proposed.

VARIATION 3

Map Q5 Item 3:

Copland Drive/McEacharn Crescent Intersection

32. This variation provides for the modification of the intersection of Copland Drive and McEacharn Crescent in order to improve visibility and traffic safety. The existing intersection has been found to be deficient in that sight lines along Copland Drive are restricted by a slight rise. Relocation of the intersection point will improve visibility at the intersection.

VARIATION 4Map Q5 Item 4; Map P5 Item 2:South-west Evatt

33. Addition of a collector road off Copland Drive and access roads to serve a new residential area of 200 detached housing blocks in the south-west part of the Evatt neighbourhood is provided for in this variation.

VARIATION 5Map Q5 Item 5; Map P5 Item 3:McKellar Neighbourhood

34. This addition to the road lay-out to serve the new residential neighbourhood of McKellar will contain 764 detached housing blocks, 100 courtyard and cottage blocks, two sites for cluster housing of approximately five units each, an infants and primary school, a local retail centre and a junior playing field.

35. The proposed development is consistent with the Belconnen Structure Plan. Meetings were held with the Belconnen Residents Forum early in 1976 at which structure planning proposals for McKellar were presented.

VARIATION 6Map P4 Item 1:Holt, Section 50

36. This includes on the plan an existing road and a parking area off Hardwick Crescent which were constructed to serve playing fields at the Kippax Centre. It is now proposed to use the same road to provide public access to four courtyard housing blocks on the southern end of Section 50.

VARIATION 7Map P4 Item 2; Map P5 Item 1:Florey, Stage II

37. The addition of access roads to serve Florey, Stage II, will serve 845 detached and medium density housing units, a local retail centre, an infants and primary school, a junior playing field and three church sites. Several areas within Stage II development have been planned so as to be developed either for cottage, courtyard or town housing in response to particular requirements at the time the land is released.

VARIATION 8Map P5 Item 5:Belconnen, Section 52

38. This is a minor modification to the road reservations of Benjamin Way and Emu Bank Drive to provide access to a parking structure. A parking structure for 1300 cars will be developed by the Canberra Commercial Development Authority to the north of the Retail Mall. The area of land between the parking structure and Benjamin Way and Emu Bank Drive is intended for commercial and/or residential development in the future. The proposals have been developed in consultation with the Canberra Commercial Development Authority.

VARIATION 9Map P5 Item 6:Belconnen Town Centre, Section 54

39. This addition of an access road will serve mixed commercial, community and residential developments

in Section 54. The eastern section is intended for mixed commercial development including a library, post office, bank building, and a church/community hall development which will also have opportunities for residential and entertainment uses to be included. The western section is ultimately intended for Stage II of the main retail development, but will be used in the short term for car parking purposes.

VARIATION 10

Map P5 Item 7:

Belconnen Town Centre, Section 65

40. This is a minor modification to the reservation of an existing access road off Emu Bank Drive. This access road will serve proposed institutional, residential and commercial sites. The variation involves a slight widening of the road.

VARIATION 11

Map P5, Item 8:

Belconnen Way

41. This variation provides for a reduction of the Belconnen Way reservation between Coulter Drive and Eastern Valley Way to make available land not required for roadworks for residential, commercial, service trades and other purposes. It is proposed to reduce the reservation by 30 metres. The proposed new boundary will still provide for up to six lanes on Belconnen Way and retain adequate space for noise attenuation.

VARIATION 12

Map P5 Item 9:

Belconnen Town Centre, Section 7

42. The addition of a turning circle to an access road off Nettleford Street will serve sites for service trades uses and public utilities.

VARIATION 13

Map P5 Item 10:

Belconnen Town Centre, Section 31

43. This addition to the plan of an access road between College Street and Benjamin Way will serve the Technical and Further Education College, the retail market site and other commercial and institutional uses.

VARIATION 14

Map P5 Item 11:

Belconnen, Sections 71 - 80

44. Minor modifications of these road reservations will provide slightly altered lease boundaries and enable the addition of lay-bys for vehicle parking to serve Government Town House development of 58 units on Sections 71 - 80.

VARIATION 15

Map P5 Item 12:

Belconnen Town Centre - Emu Ridge, Sections 112-113, 132-135

45. This addition to the plan of three culs-de-sac will serve 58 medium density sites. Construction of these

culs-de-sac has been interdependent with a review of the Belconnen Way reservation widths now completed. (see Variation 11)

VARIATION 16

Map P5 Item 13:

Ainslie, Sections 21-23, 28-30, 33, 34 and 74

46. This variation provides for the addition to the plan of the landscaped areas adjacent to the above sections as part of the road reservations. The areas are landscaped and form an integral part of the general nature strip treatment along the existing roads. In other instances, such areas have been included within road reservations and the purpose of this variation is to have these areas accord with similar aspects of the Plan of Lay-out.

VARIATION 17

Map N4 Item 1:

Coppins Crossing

47. This variation provides for the addition to the plan of access roads to serve the Coppins Crossing recreation area. The first stage of the development of the Molonglo Valley River Corridor is to commence in the 1977/78 financial year and is to be completed after the decommissioning of the WestonCreek Sewage Works which currently passes effluent into the river. The aim of the project is to make this area accessible for recreation particularly to residents living in the Belconnen area.

48. The first stage of the development follows on, and is in accordance with, the approved recreation plan for the

area. On the north bank of the river, to the west of Coppins Crossing, temporary use is to be made of the existing track along the alignment of the Molonglo Valley Interceptor Sewer. Access will terminate in a car park for approximately 30 cars and vehicular access along the remaining section of track will be prevented by appropriate fencing. The major future recreation development in this area will be on the side of the existing sludge ponds which will become redundant when Weston Creek Sewage Works are closed. Permanent access will eventually be obtained to this site, and the Stage 1 car park, along a road to be constructed near the existing access track to the construction camp. When this permanent road is constructed the access road to the Stage 1 car park will need to be de-gazetted.

49. On the south bank of the river to the west of Coppins Crossing a car park is to be constructed utilising the old alignment of the Coppins Crossing road. Further work on a portion of the old road will upgrade it to permanent car park standard. The remaining portion of the old road will be grassed under the new road contract.

VARIATION 18

Map N5 Item 1:

Yarramundi Reach

50. This extension of previously gazetted roads provides the final section of a loop road and car parking for recreational uses. Improvements will also be made to the intersection of Lady Denman Drive and the major access road.

51. This road construction will complete the opening of this area to the public and enable the removal of the many informal tracks which traverse Yarramundi Reach and detract from its natural features.

VARIATION 19Map N5 Item 2:Acton, Lawson Crescent

52. This variation provides for a minor re-alignment of Lawson Crescent in the vicinity of the Molonglo Arterial to provide better land utilisation in the West Basin area. Some modification to the alignment of Lawson Crescent was affected within the currently gazetted reservation at the time the arterial was proposed.

VARIATION 20Map N5 Item 3:City, Bunda Street

53. The purpose of this variation is to reduce the width of the reservation of Bunda Street and to include certain existing areas on the plan to provide lease boundaries and access points for a boom-gate controlled parking area. The variation also involves the inclusion on the plan of the existing alignment of Petrie Street.

54. No financial expenditure is involved in respect of the roads involved in the variation. The cost of installing the boom-gates and associated civil works in respect of this item and Map N5 Item 7 is \$810 000.

VARIATION 21Map N5 Item 4:Reid, Sections 7 and 8

55. This variation includes a road reservation for an existing internal roadway within Section 7, Reid, so that it

can serve as a public access road both to the existing Bega Flats and the proposed sites for medium density housing development in Section 8, Reid. It is proposed to provide a kerb and guttering along the eastern edge of the existing road.

VARIATION 22

Map N5 Item 5:

City, Alinga Street

56. The purpose of this variation is a reduction in reservation width of Alinga Street between Moore Street and Northbourne Avenue. The width of the carriageway will be reduced and a pedestrian forecourt associated with proposed Post Office and Telecom Headquarters Building will be provided.

57. The proposed variation to reduce the present reservation width by 4m to provide a covered pedestrian precinct, allows the Australian Postal Commission and Telecom development on Section 32 to project forward over this 4m precinct at the upper level to form a colonnade at street level sympathetic to related nearby buildings.

57. The projection of the building into Alinga Street is considered to be an important aspect, in urban design terms, to identify better, in the streetscape, this most important central public facility.

59. Ultimately, it is intended that the role of Alinga Street as a major vehicular link will be reduced and that the section not required will be converted to pedestrian use as an extension of the City Walk/Allara Street pedestrian system. It is also envisaged in the longer term that an underpass across Northbourne Avenue will be provided to link the

East and West City pedestrian systems at Alinga Street.

VARIATION 23

Map N5 Item 6; Map M5 Item 3:

Cycleway - Commonwealth Avenue Bridge to Phillip

60. This variation provides for the inclusion of the alignment of a proposed new bicycle path from Commonwealth Avenue Bridge to Phillip. The route passes through open space which will be retained.

61. The route has been located around the shores of Lake Burley Griffin and through Yarralumla. This separates the cyclist from heavy motor traffic and also provides a facility for recreational cycling. The location and detailing of this proposal has been discussed with Pedal Power.

VARIATION 24

Map N5 Item 7:

City, Section 19

62. The purpose of this variation is to include on the plan access roads at Section 19, City (adjacent to South Buildings, Civic Offices) for a boom-gate controlled parking area.

63. No financial expenditure on roads is involved in this variation. The cost of installing the boom-gates and associated civil works in respect of this item and Map N5 Item 3 is \$810 000.

VARIATION 25Map M5 Item 1:Holder, Section 12

64. This variation provides for the inclusion of an additional access road for a medium density housing development. The road, all normal services and landscaping work will be provided by the contractor as part of the overall development. At the completion of the project the road, services and open space will be surrendered to the Commonwealth. This variation is supplementary to a variation which was included in the 63rd Series of Variations.

VARIATION 26Map M5 Item 2; Map L5 Item 1:Tuggeranong Parkway - Intersections

65. This variation modifies the Tuggeranong Parkway reservation to conform to the works as constructed and to provide for the completion of the partly constructed grade separated intersection.

66. When the initial construction of the Parkway was undertaken some years ago, earthworks for the future second carriageway and grade separated intersections were commenced and in some cases completed. Some of these earthworks are outside the recently computed boundary of the road. This variation regularises the situation for the gazetted reservation to encompass the roadworks as constructed and to provide for the completion of the grade separate intersection.

VARIATION 27Map M5 Item 5O'Malley

67. A road layout for West O'Malley was previously included on the basis of an earlier plan to provide large residential blocks and diplomatic blocks only. This variation adds access roads to serve 173 detached housing and diplomatic blocks; sites for a total of 161 medium density housing units and a site for a corner shop.

68. The road layout now proposed has resulted from an amended development plan which provides a greater mix of housing, and now includes normal size standard blocks and sites for medium density and cluster housing.

VARIATION 28Map M5 Item 5:Red Hill, Dalrymple Street

69. Addition to the road reservation on the western side of Dalrymple Street, opposite Goyder Street, to accommodate a bus storage and turnabout. Residents will not be affected by the proposed development.

VARIATION 29Map M5 Item 6:Phillip, Section 80

70. These variations delete from the plan the reservation of Athllon Drive to provide a site for the proposed Woden Technical and Further Education College; add a new

distributor road to the east of the College site and sites for office development; add an access road off Callan Street to serve the first stage of College and office development; and make a minor modification of the intersection of Callan Street and Corinna Street.

71. The proposals, which are consistent with the Development Plan for Woden Town Centre, have been discussed with the Woden Planning Forum.

VARIATION 30

Map L5 Item 2:

Wanniassa, Sections 262 and 270

72. This variation makes a minor modification of the alignment of the road reservation between Sections 262 and 270 as a result of the detailed design of the road in relation to the location of a major stormwater pipe.

VARIATION 31

Map L5 Item 3:

Tuggeranong Trig

73. This variation adds to the plan the road lay-out to serve the new residential area of Tuggeranong Trig. The area will contain 575 detached housing blocks; sites for approximately 200 detached and medium density housing units which will be released as comprehensive development packages to developers or housing co-operatives; and a local retail centre. A site has been reserved for a possible infants and primary school. Extensive pre-planting has been undertaken on the hilltops which are to be retained as open space.

VARIATION 32Map L5 Item 4:Hume Industrial Estate: Access Road to Sawmill Complex

74. This variation provides for the addition of an access road off Jerrabomberra Avenue to serve a log storage yard and sites for sawmills or other timber processors. As the Integrated Forest Products mill is a large user of ACT timber, and because the Forest Branch of DCT wishes to stockpile a 14 day supply of logs to enable the continuity of supply to clients in times of bad weather, it is appropriate to consolidate the sawmilling industry into one area at Hume. The existing stock route in the area will need to be relocated.



CHAIRMAN

12 October 77



COMMONWEALTH OF AUSTRALIA

MINISTER FOR THE CAPITAL TERRITORY
PARLIAMENT HOUSE
CANBERRA, A.C.T. 2600

2 SEP 1977

Dear Senator Knight

On 6 September 1977, notice of my intention to vary the plan of layout of the city of Canberra and its environs is to be published in the Gazette.

Wide publicity will be given to the proposals with a view to receiving comment or objections from the Community. The relevant briefing notes and supporting documents will be supplied to the Committee on 6 September and objections received will be forwarded immediately upon receipt by this Department.

In accordance with the provisions of the instrument of appointment of the Committee, I now formally refer the proposals to the Committee for investigation and report.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'A.A. Staley', written over a horizontal line.

A.A. Staley

Senator J.W. Knight
Chairman
Joint Committee on the ACT
Parliament House
CANBERRA ACT 2600



National Capital Development Commission

220 Northbourne Avenue, Canberra, A.C.T. 2601 P.O. Box 373 Canberra City 2601
 Telephone: 46 8211 Area Code: 062 Telegrams: Comdev Canberra Telex: 62673
 All correspondence to be addressed to The Secretary and Manager.

In reply please quote: KJC:LT
 77/600

Dear Mr Nairn,

NCDC LAND SERVICING PROGRAMME

The following advice is forwarded in response to the Chairman's request for information concerning the Commission's land servicing programme. I understand that some Committee Members raised the question of the need to gazette additional residential subdivisions at a time of apparent surplus of serviced blocks.

Before commenting on the reasons why the present series of variations to the gazetted plan have been presented, I should explain the background to the present land supply situation.

In the 5 years up to June 1976, construction activity was directed at accommodating the needs of approximately 11,000 to 13,000 new residents annually. In that period the expectations for growth were greater and in fact foreshadowed population increments as high as 22,000 in the early 1980s. Some projections of growth suggested a population in excess of 300,000 by 1980, but the current projection is about 229,000 by 1980. To meet the projections the land programme yielded the following number of sites for residential purposes.

| | |
|---------------|------|
| 1969/70 | 3540 |
| 1970/71 | 3866 |
| 1971/72 | 4042 |
| 1972/73 | 5527 |
| 1973/74 | 6561 |
| 1974/75 | 8007 |
| 1975/76 | 4408 |
| 1976/77 | 4091 |
| 1977/78 (est) | 2500 |

In the most recent 12 month period, June 1976 to June 1977, the prediction early in 1976 when restraints in expenditure began to take effect, the forecast was for a 9,000 increase in population. The actual figure is estimated to have been about 6,500. The estimate for the current year is also 6,500.

The foregoing figures highlight the scale of readjustment and the rapid nature of the turnaround from a high growth outlook to a significantly lower one. Accordingly, at the present time, there are something like 6,000 standard residential blocks serviced and available for disposal. This represents about 2 years supply. At the same time there are sites available for about 2,400 medium density units. This stock will take longer to run down than the single units.

As a growing surplus emerged the Commission wound up all long term contracts thus terminating one of the most successful ventures undertaken to provide adequate supplies of land. At the same time the Commission commenced a consolidation process within the built up areas of Belconnen and Tuggeranong. The broad front development into southern Tuggeranong was terminated at Johnson Drive.

The significantly reduced programme seeks now to complete development around the Belconnen Town Centre adjacent to the public transport routes and employment opportunities. Similarly, consolidation is proposed for Tuggeranong and closer into the city at Isaacs in the early 1980s.

The main areas referred to the Committee in the current series of variations to the city plan are part of the consolidation programme. The design will be completed to enable work to commence in 1978/79 which will enable blocks to be disposed of in 1979/80 and 1980/81. In the event of a return to a more favourable economic climate and to meet a demand for land which is capitalising upon a significant infrastructure of basic services, work could commence early in 1978/79 adjacent to Belconnen Town Centre concurrently with the movement of serviced land in Tuggeranong.

The Committee may be assured that the rate of production is being geared to projected population increase and that the gazettal of the present proposals is not premature.

Yours sincerely,



K.J. CURTIS
SECRETARY AND MANAGER

21 September 1977

Mr D.W. Nairn,
Clerk to the Joint Committee
on the ACT,
Parliamentary Annex
Room 681,
Commonwealth Avenue,
CANBERRA ACT 2600



National Capital Development Commission

220 Northbourne Avenue, Canberra, A.C.T. 2601 P.O. Box 373 Canberra City 2601
Telephone: 46 8211 Area Code: 062 Telegrams: Comdev Canberra Telex: 62673
All correspondence to be addressed to The Secretary and Manager.

In reply please quote: 77/600
KJC:LT

Dear Mr Nairn,

NCDC LAND SERVICING PROGRAMME

Further to my earlier advice relevant to the Commission's land servicing programme the following additional information is forwarded in response to the Chairman's request i.e. the land which had been serviced and was destined for disposal in the ensuing 12 months either for government or private housing.

Land Stock

| | |
|---------------|---|
| 1969/70 | Demand equal to supply |
| 1970/71 | Demand equal to supply |
| 1971/72 | Demand exceeded supply |
| 1972/73 | Demand equal to supply |
| 1973/74 | 2500 (1500 standard; 1000 medium density) |
| 1974/75 | 6600 (3600 standard; 3000 medium density) |
| 1975/76 | 5600 (3200 standard; 2400 medium density) |
| 1976/77 | 6400 (4000 standard; 2400 medium density) |
| (Est) 1977/78 | 6400 (4000 standard; 2400 medium density) |

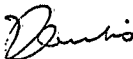
You asked also for advice about areas gazetted and not yet serviced.

Proposed (Current Series)

| | <u>Standard</u> | <u>Medium Density</u> | <u>Total</u> |
|------------------|-----------------|---------------------------|--------------|
| Evatt | 200 | - | 200 |
| McKellar | 764 | 110 | 874 |
| Florey | 501 | 344 | 845 |
| O'Malley | 173 | 161 | 334 |
| Tuggeranong Trig | 575 | 200 | 775 |
| | <u>2213</u> | <u>815</u> | <u>3028</u> |

| <u>Gazetted</u> | <u>Standard</u> | <u>Medium Density</u> | <u>Total</u> |
|-----------------------|-----------------|---------------------------|--------------|
| Hall Creek | 920 | - | 920 |
| Wanniassa East | 239 | 48 | 287 |
| Stirling North | 236 | 16 | 252 |
| Kambah Castley Circ. | 40 | 28 | 68 |
| Holt | 92 | 32 | 124 |
| Belconnen Town Centre | - | 415 | 415 |
| Latham S.99-101 | 46 | - | 46 |
| Latham S.91-96 | 59 | 49 | 108 |
| Gilmore | 1000 | - | 1000 |
| Wanniassa North | 80 | - | 80 |
| Chisholm | 454 | 24 | 478 |
| Isabella Plans | 830 | 70 | 900 |
| Calwell | 1570 | - | 1570 |
| Theodore | 1402 | - | 1402 |
| Conder | 1385 | - | 1385 |
| | <u>8353</u> | <u>682</u> | <u>9035</u> |

Yours sincerely,



K.J. CURTIS
SECRETARY AND MANAGER

22 September 1977

Mr. D.W. Nairn,
Clerk to the Joint Committee
on the ACT,
Parliamentary Annex
Room 681
Commonwealth Avenue
CANBERRA ACT 2600

Mr D.W. Nairn
 Secretary
 Joint Committee on the ACT
 Parliament House
 CANBERRA ACT 2600

Dear Mr Nairn

During the Committee's hearings on 20 September 1977, several questions were asked on which the Department undertook to provide further information. In response to those questions, the following answers are submitted:

- MODAL SPLIT: The Committee asked for up-to-date statistics on the number of commuters using public transport to and from work. At present there is no overall figure available but the latest figures represent percentages of commuters using public transport for journeys to work at selected locations which have been surveyed recently:


| | |
|-----------------|----------|
| - City | 20 - 25% |
| - Woden | 15 - 20% |
| - Parkes | 20% |
| - Barton | 5% |
| - Anzac/Russell | 10 - 15% |
- GOVERNING LAND/CISSINDERA HIGH SCHOOL PROJECT: The Committee sought information on the present status of the former COTC experimental farm scheduled for incorporation into Macellar, and also the status of the Cinnindera High School Experimental farm project. The COTC farm was withdrawn for possible future development during the 1972-74 period. It has been used for arisment in the period since withdrawal.

The Cinnindera High School has been using a portion of the "Fine Ridge" property (Block 173 Belconnen) as its experimental farm for the past three years. The High School had applied for a lease of Block 174 Belconnen, which adjoins Fine Ridge, but after negotiations with the National Capital Development Commission it was decided to reserve that block for recreational purposes. The school has continued to use part of Block 173 and has awarded a grant under the Education Innovations Scheme to compensate the lessee for the use of his facilities and the inconvenience caused.

- **BELCONNEN HALL:** Information was sought on the status of the Canberra Commercial Development Authority. The Authority was established under the C.C.D.A. Ordinance 1974 in which the aims, powers and functions of the Authority were fully prescribed. I have attached a copy of that Ordinance for your information.
- **TRAVELLING STOCK RESERVE - HURSE:** The Travelling stock reserve through which the proposed new road to serve the log storage and sawmill sites will not be greatly affected by the road proposal which only affects a small area of the total block. No negotiations have taken place with users and no plans have been considered for the relocation of the reserve. The Department considers the effect on the reserve to be minimal.

I trust that the above information is satisfactory

Yours sincerely


Kevin R. Black
for Assistant Secretary
Land Management

29.9.77

BLOCKS WITH FRANCH - END SEPT.

Bureau & Land Prep.

With Land Preparation
but not available for
sale *

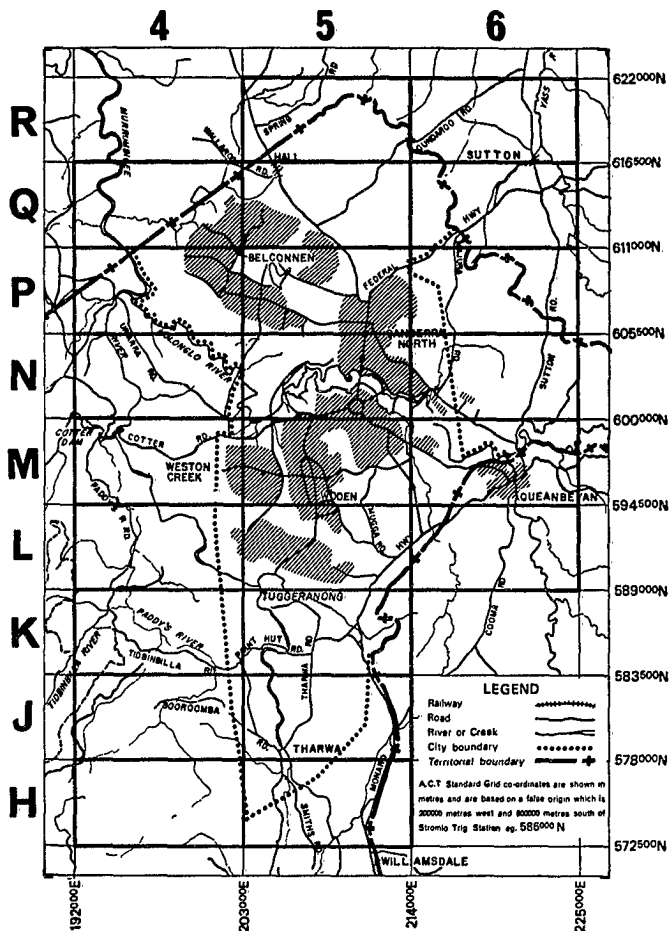
| | | |
|-----------|-------------|-------------|
| Charnwood | 2 | 100 |
| Evatt | 1 | 9 |
| Fraser | 14 | |
| Giralang | 4 | - |
| Gowrie | - | 668 |
| Kambah | 286 | 25 |
| Kaleen | 170 | 14 |
| Macgregor | 24 | |
| Monash | - | 692 |
| Wanriassa | 857 | 2 |
| Weston | 2 | - |
| Spence | 12 | - |
| Stirling | 2 | - |
| | <u>1374</u> | <u>1515</u> |

Total 2889

* Various reasons ie. not serviced, not to be sold until blocks in other suburbs are sold etc.

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
30 May 1977

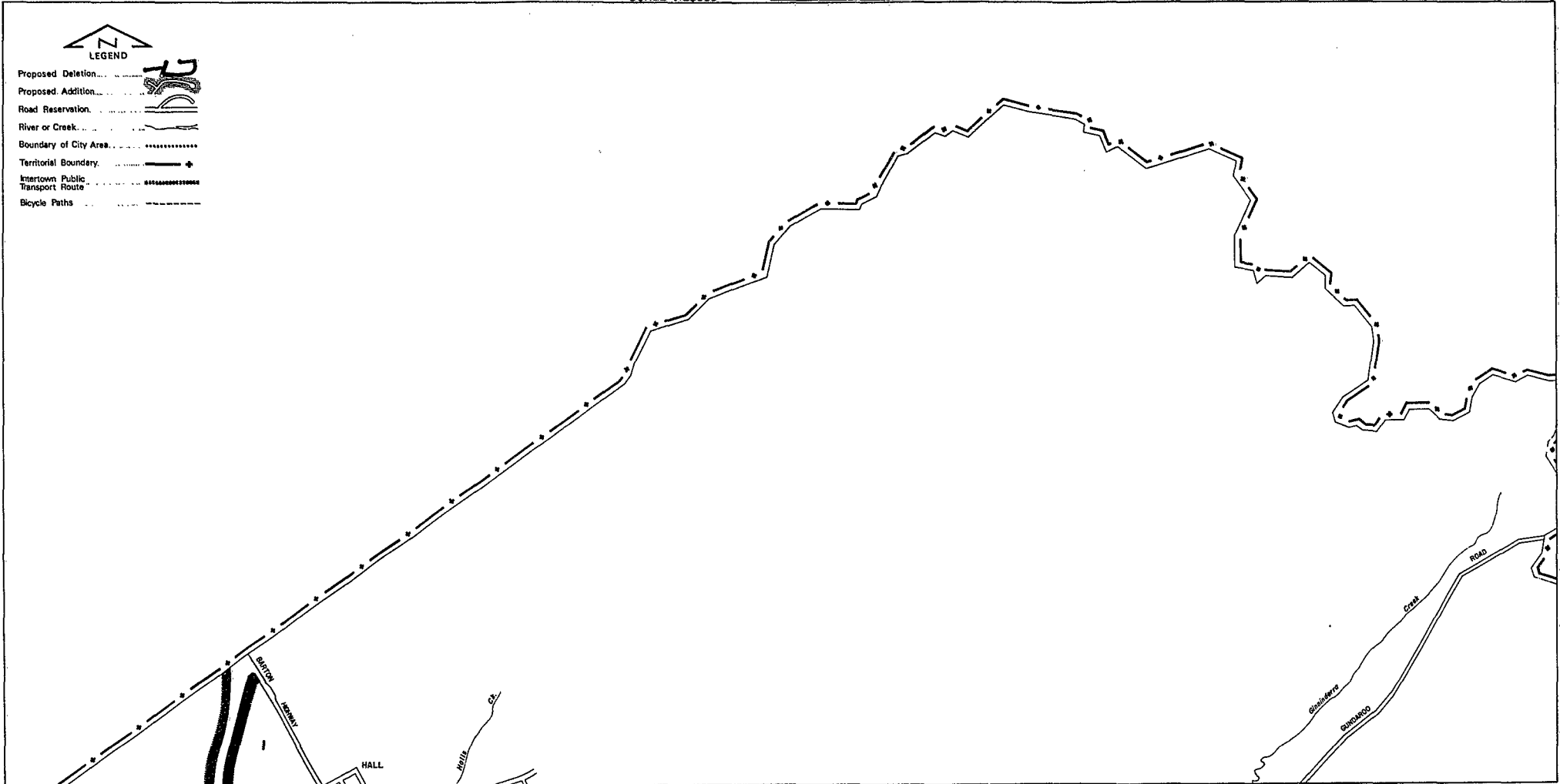
**INDEX OF DETAIL MAPS
INCORPORATING THE CITY PLAN**

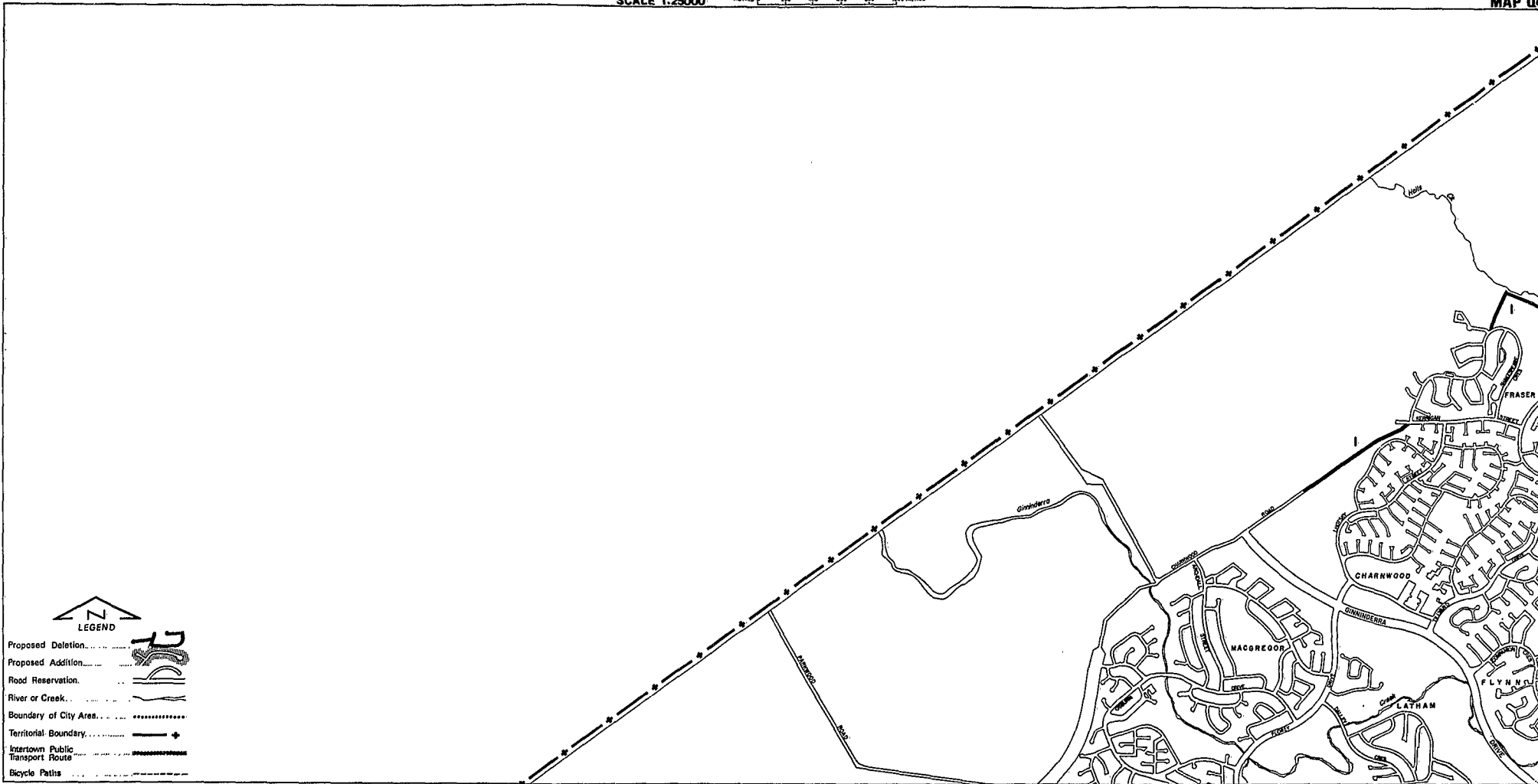




LEGEND

- Proposed Deletion.....
- Proposed Addition.....
- Road Reservation.....
- River or Creek.....
- Boundary of City Area.....
- Territorial Boundary.....
- Intertown Public Transport Route.....
- Bicycle Paths.....





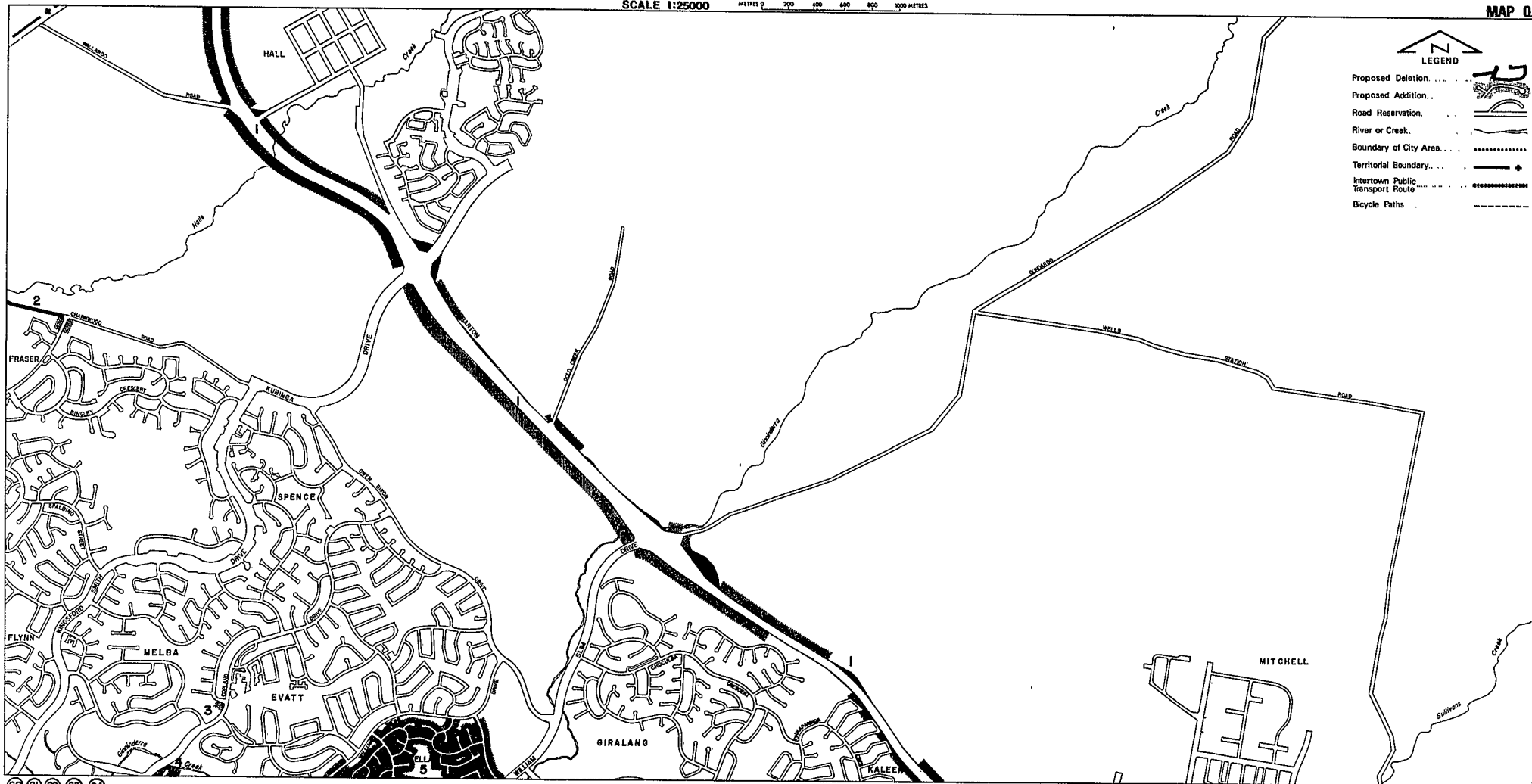
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MAP 05



LEGEND

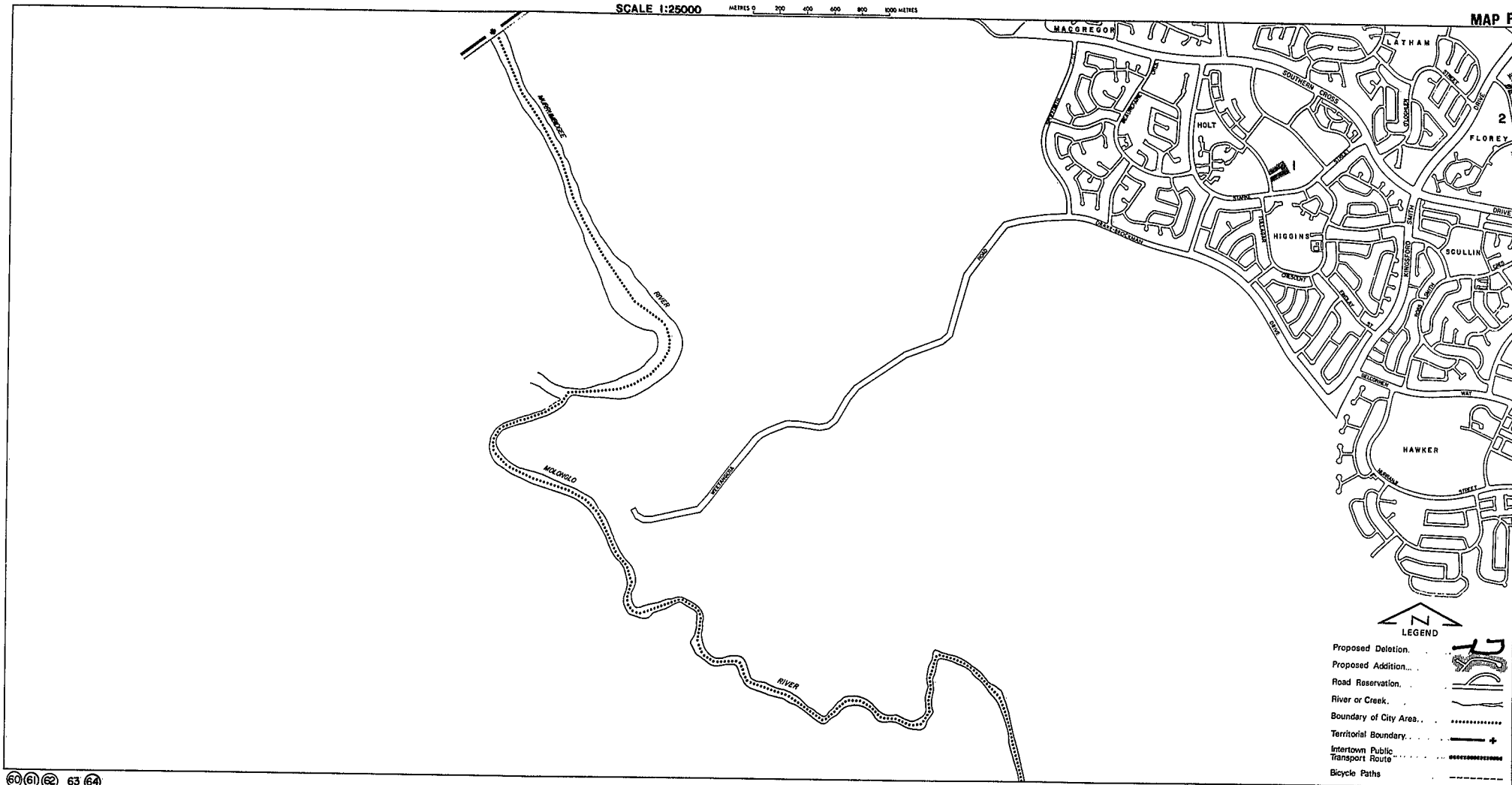
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- Territorial Boundary
- Intertown Public Transport Route
- Bicycle Paths

60 61 62 63 64

SCALE 1:25000

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MAP P4



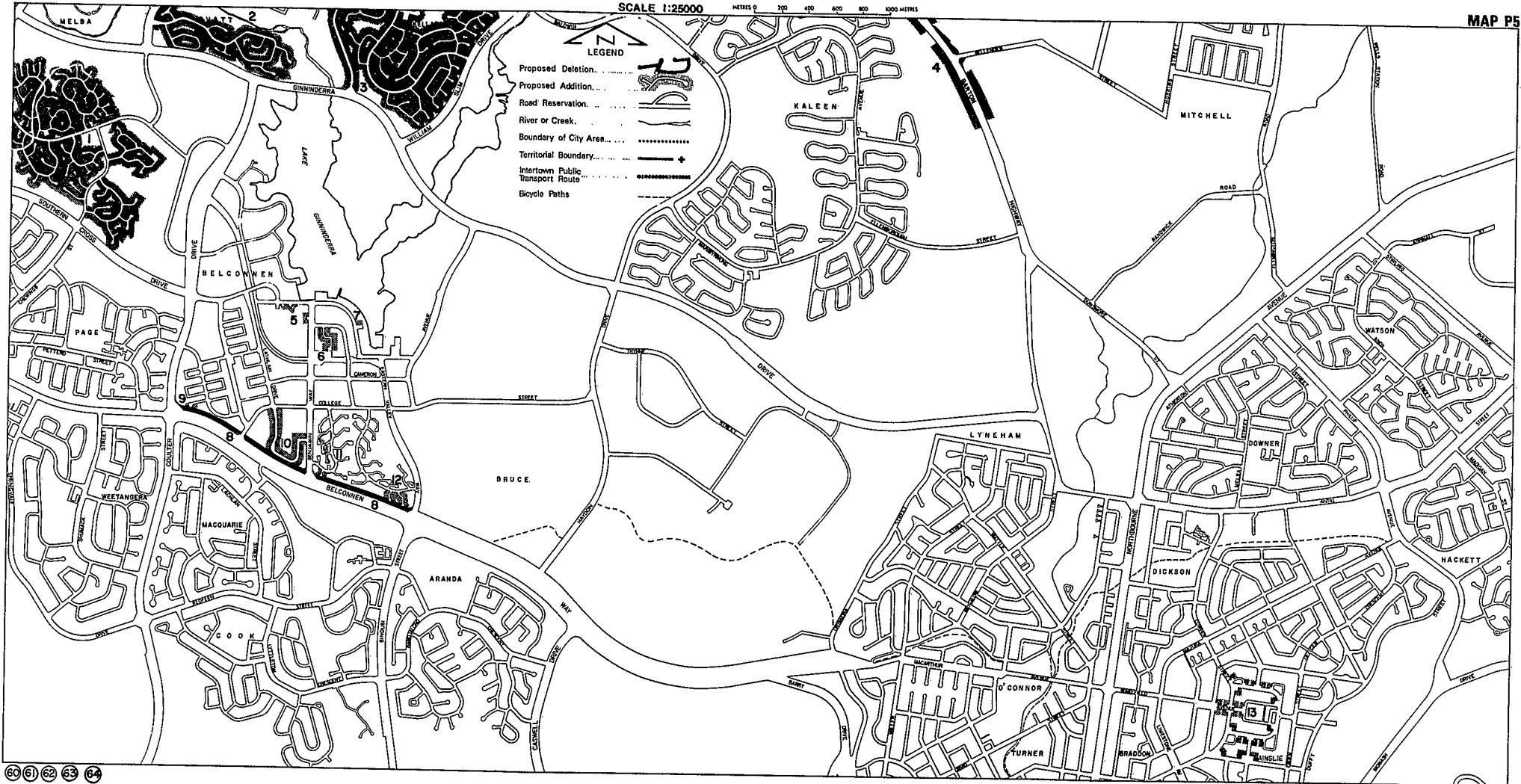
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MAP P5



- LEGEND**
- Proposed Deletion.....
 - Proposed Addition.....
 - Road Reservation.....
 - River or Creek.....
 - Boundary of City Area.....
 - Territorial Boundary.....
 - Intertown Public Transport Route.....
 - Bicycle Paths.....



SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP N4



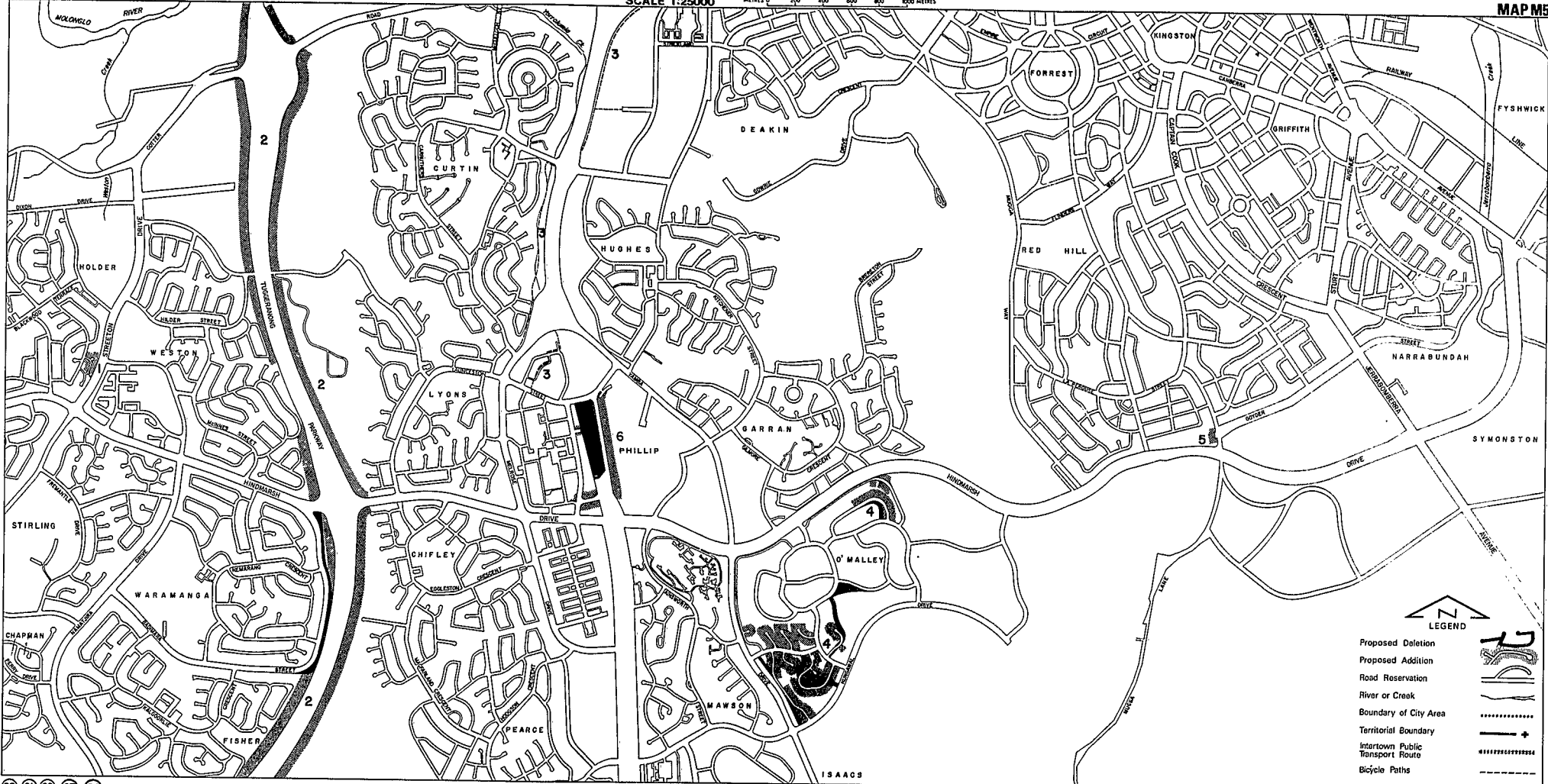
LEGEND









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LEGEND

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