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DEPARTMENT OF THE SENATE
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<i>J.R. Odgen</i>
Clerk of the Senate

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

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

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REPORT ON  
PROPOSALS FOR VARIATIONS OF  
THE PLAN OF LAY-OUT OF  
THE CITY OF CANBERRA AND ITS  
ENVIRONS

(SIXTY-SIXTH SERIES)

PERSONNEL OF THE COMMITTEE

Chairman : Senator J.W. Knight  
Deputy Chairman : Mr K.L. Fry, M.P.  
Senator M.A. Colston\*  
Senator S.M. Ryan  
Senator B.C. Teague\*  
Mr W.G. Burns, M.P.  
Mr A.G. Dean, M.P.  
Mr J.W. Haslem, M.P.  
Mr U.E. Innes, M.P.  
Mr P.E. Lucock, M.P.

Clerk to the  
Committee : Mr D.W. Nairn

\* Senators Teague and Colston were appointed to the Committee on 22 August 1978 in place of Senators Archer and Devitt.

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## RECOMMENDATIONS

- (a) The Committee asks that the variation be held over until a later series so that further investigations can be made (i) to the precedents for such extensions to residential leases (ii) so that the Committee can be reasonably certain that the preservation of the tree will not be at risk because of the extension of the lease.
  
- (b) The Committee has examined the proposals contained in the 66th Series of Variations and with the exception of Variation 8, recommends their implementation.

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY  
REPORT ON THE 66TH SERIES OF PROPOSED VARIATIONS TO  
THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS  
ENVIRONS

INTRODUCTION

1. In the Commonwealth of Australia Gazette for 25 July 1978, the Minister for the Capital Territory, the Hon. R.J. Ellicott, Q.C., M.P., pursuant to the powers conferred on him by section 12 A of the Seat of Government Administration Act 1909, notified his intention to vary the Plan of Layout of the City of Canberra and its environs. Members of the public were invited by the notice (which was also published in the Canberra Times) to lodge objections in writing with the Secretary of the Department of the Capital Territory within 21 days of the publication specifying the grounds of those objections. On 24 July 1978, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, 14 separate items contained in the Minister's proposals, and designated the 66th 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 on 21 August 1978. In keeping with the practice established by the Committee in the 30th Parliament this briefing was held in public. The transcript of this briefing is available for inspection in the office of the Committee Secretariat, Parliamentary Annexe, Commonwealth Avenue, Canberra.

3. During the morning of 23 August 1978 the Committee undertook an inspection of the sites of some of the proposed variations

4. This Report is arranged in the following manner. Each item in the 66th Series is dealt with by the Committee in the order of its appearance in the Gazette. The Department of the Capital Territory and the National Capital Development Commission supplied jointly prepared Briefing Notes which set out the background to each variation. These Briefing Notes form Appendix II. The Gazette notifying the variations and including detail maps forms Appendix III.

5. For the sake of brevity details contained in the Briefing Notes are not repeated, unless necessary, in the Committee's Report. The Briefing Notes explain details of the variations such as the purpose, cost, existing and proposed development and the extent of community consultation. The Committee's Report should therefore be read in conjunction with the Briefing Notes.

VARIATION 1 HALL - BARTON HIGHWAY

6. The Committee approves this variation which relates to a new roadway and includes improved amenities for tourists such as information facilities, barbecues and a lookout area. (This roadway was described in detail in the Committee's Report on the 64th Series of Variations).

VARIATION 2 GUNGAHLIN - GOLD CREEK ROAD

7. The sites to be serviced by this road, both present and future, will include several tourist facilities expected to attract many visitors unfamiliar with the area. The addition of this cul-de-sac provides access to the facilities off Gold Creek Road rather than directly from the Barton Highway and is designed to reduce traffic hazards.

8. The existence of these attractions or the means of access to them may not be obvious to motorists in fast moving traffic. The Committee, therefore, requests that this possibility be taken into account when the Barton Highway - Gold Creek Road intersection is being restructured. Adequate access to any motels that may be based in the area should be ensured. The Committee approves the variation, taking account of these observations.

VARIATION 3 McKELLAR - WILLIAM WEBB DRIVE/GINNINDERRA DRIVE

9. Evidence given to the Committee is that it will cost less to move the entrance to William Webb Drive than would have been the alternative which was raise the height of the transmission line pylons. The Committee approves the variation but is concerned that there may have been some lack of co-ordination between the Australian Capital Territory Electricity Authority and NCDC in earlier planning.



VARIATION 4 BELCONNEN - CYCLE PATH

10. This is a continuation of the established program to develop a cycle path network for Canberra. The Committee approves the variation.

VARIATION 5 MACQUARIE - SECTION 49

11. The Committee was concerned at the proximity of the proposed housing development to the possible extension of the existing clubs. The Committee was also concerned that the streets serving residences might be used for parking by club patrons and service vehicles. The Committee has been assured by NCDC that lease conditions and design and siting approvals will minimise this potential problem. The Committee asks that a condition of the granting of club lease extensions be that clubs not allow patrons to enter or leave the club by other than the front entrances.

12. It has been confirmed by NCDC that club extensions will have a minimum setback of 18 metres from the west boundary with landscaping (either walls or earth mounds to be built within that setback) to reduce noise. It is expected that clubs will be subject to any proposed ordinance controlling noise. The Committee approves the variations on the basis of the assurances referred to above.

VARIATION 6 PARKES-KING EDWARD TERRACE, PARKES PLACE

13. The High Court and the National Gallery when completed will attract many visitors. As most of these visitors will be in private cars parking facilities will be needed. The Committee has been assured by NCDC that provisions for parking will be adequate for normal visitor numbers. However, numbers during peak holiday seasons are expected to be 40 percent higher. NCDC believes that these can be adequately accommodated nearby during these periods. The

Committee approves the variation but requests that the parking situation be monitored so that any problems can be quickly identified.

14. The Parliament Act 1974 requires that buildings and other works erected within the Parliamentary Triangle be approved by both Houses of the Parliament. The Committee was told by NCDC that works resulting from this variation were not of a nature that required approval under the Act. It is regarded as the responsibility of NCDC to ensure that the provisions of the Act are observed. The Commission has undertaken to keep the Committee informed as the construction process proceeds of any changes to works that may affect the interpretation so far placed on the Act.

VARIATION 7 DEAKIN - SECTION 36, NEWDEGATE STREET

15. This variation is a correction of the city plan to accord with the existing use of the site. The variation is approved.

VARIATION 8 HUGHES -- SECTION 4, GLASGOW STREET

16. This variation is sought to allow the lessee to build a swimming pool in front of the house. The present road reservation border does not run parallel to the road but cuts across the corner of Block 1 to include a large yellow box eucalyptus tree. The intention of the diversion is the preservation of this mature tree. The installation of a swimming pool adjacent to the tree poses several problems: (i) possible damage to the roots of the tree during excavation; (ii) possible damage to the roots from chlorinated water; (iii) the visual effect of a safety fence so far forward on the block; and (iv) the lines of sight around the corner. The Committee is concerned about establishing a precedent for the extension of residential leases for such purposes.

17. At the Committee's request the opinion of nearby residents was sought by the Department. The Committee notes that of the 18 families approached, seven did not oppose the variation, seven did oppose it, one other made it clear that if there was any risk to the tree the variation would be opposed, two families were absent from Canberra and one did not speak English.

18. The reservation which this variation deletes was made specifically to preserve the tree. In view of the doubts as to the continued preservation of the tree, should this variation proceed, the Committee asks that the variation be held over until a later series so that further investigations can be made (i) to the precedents for such extensions to residential leases (ii) so that the Committee can be reasonably certain that the preservation of the tree will not be at risk because of the extension of the lease.

VARIATION 9 PHILLIP - JUSTINIAN STREET

19. The existing temporary culvert is capable of handling flows of 1 in 4 years flood level but flows in excess of this could lead to flooding of Yamba Drive. The Committee recognises the dangers of flooding in this area and approves the variation which will provide for a 1 in 100 years flood level.

VARIATION 10 WESTON, LYONS - CYCLE PATH

20. It should be noted that much of this cycle path will be located within the existing reservation for Hindmarsh Drive and therefore is not shown or included in this variation. The variation like Variation 4 is part of the extension of the cycle path network. It is approved.

VARIATION 11 PHILLIP - BLOCK 1, SECTION 25

21. There are two purposes for this variation. Firstly,

to extend a small lease held by Slaven Mazda Pty Ltd and secondly to remove a traffic hazard caused by the existing loop road. Neither the Department of the Capital Territory nor NCDC could explain with confidence the reason for the construction of the loop roadway in the first place. The need to remove the hazard was established to the Committee's satisfaction. The variation should proceed.

VARIATION 12 KAMBAH - BLOCK 1, SECTION 346

22. The Department of the Capital Territory gave evidence that the area of the pedestrian plaza to be deleted and leased to the Kambah Tavern is little used by pedestrians. The Committee approves the variation.

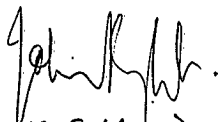
VARIATION 13 PADDYS RIVER - POINT HUT ROAD

23. The Committee notes that as well as upgrading the road this variation will incorporate some additional safety measures, such as adding a bend to slow down traffic approaching the tight bend at Point Hut Crossing. The variation is approved.

VARIATION 14 THARWA BRIDGE

24. As a result of consultations with the residents of Tharwa, NCDC have agreed to replace the existing one lane wooden bridge, which is structurally unsound, with a new two lane wooden bridge built to the original design. The residents felt this was more in keeping with the nature of the village than a conventional concrete and steel bridge. The Committee is satisfied this will not involve any greater expenditure and approves the variation.

25. The Committee has examined the proposals contained in the 66th Series of Variations and, with the exception of Variation 8, recommends their implementation.

  
19 September 78



COMMONWEALTH OF AUSTRALIA

MINISTER FOR THE CAPITAL TERRITORY

My dear Senator,

In accordance with the provisions of Section 12A of the Seat of Government (Administration) Act 1910 (as amended) a notice of my intentions to vary the plan of layout of the City of Canberra and its environs will be published in the Gazette on Tuesday 24 July 1978.

The notice, which constitutes the 66th series of variations to the Plan includes 10 items sponsored by the National Capital Development Commission and 4 items sponsored by the Department of the Capital Territory.

You will recall that I wrote to you on 13 July 1978 to the effect that Gazetted would take place on 15 August with objections closing on 4 September. It has been possible to clear the proposals through the Department and have the plans prepared faster than was anticipated. Gazetted will now take place on 25 July with objections closing on 15 August, thus allowing a further three weeks for consideration and report by your Committee and final tabling of documents.

Pursuant to Paragraph 1(a) of the Committee's instrument of appointment, I hereby refer the variations to the Committee for investigation and report. Copies of the variation and detailed briefing material will be forwarded by the Department under separate cover.

As has been the case in the past, the variations will be given wide publicity and any objections or comments received from the public will also be submitted to the Committee for consideration.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'R.J. Ellicott'.

R.J. Ellicott  
Minister for the Capital Territory

Senator J.N. Knight,  
Chairman,  
Joint Committee on the A.C.T.,  
Parliament House,  
CANBERRA, A.C.T. 2600

DEPARTMENT OF THE CAPITAL TERRITORY  
NATIONAL CAPITAL DEVELOPMENT COMMISSION

SEAT OF GOVERNMENT (ADMINISTRATION) ACT 1910

VARIATIONS TO THE PLAN OF LAYOUT  
OF THE CITY OF CANBERRA AND ITS ENVIRONS  
(66TH SERIES)

BRIEFING NOTES

DEPARTMENT OF THE CAPITAL TERRITORY  
NATIONAL CAPITAL DEVELOPMENT COMMISSION

SEAT OF GOVERNMENT (ADMINISTRATION) ACT 1910

VARIATIONS TO THE PLAN OF LAYOUT OF THE CITY  
OF CANBERRA AND ITS ENVIRONS

NOTES ON THE 66TH SERIES OF VARIATIONS

VARIATIONS TO THE PLAN OF LAYOUT OF THE  
CITY OF CANBERRA AND ITS ENVIRONS (66TH SERIES)

These notes are intended to accompany the brief explanatory notes which are included in Gazette No S141 of 25 July 1978, and are for the use of members of the Joint Committee on the ACT.

The 66th series of variations comprises fourteen items, ten of which are sponsored by the National Capital Development Commission the remaining four being sponsored by the Department of the Capital Territory.

The variations were referred to the Joint Committee for investigation and report, pursuant to paragraph 1(a) of the Committee's instrument of appointment, on 24 July 1978.



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Yours sincerely,

R.J. Elicott  
Minister for the Capital Territory

Senator J.W. Knight,  
Chairman,  
Joint Committee on the N.C.P.,  
Parliament House,  
CANBERRA, A.C.T. 2600

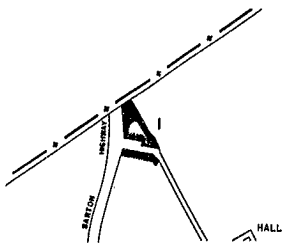
#### NOTE ON THE 65TH SERIES OF VARIATIONS

The Joint Committee on the ACT reported to Parliament in respect of the 65th series of variations on 11 May 1978. In its report, the Committee recommended the deferment of two items - the proposal to delete a ten metre wide strip of the reservation of Marcus Clarke Street and the proposals for the Kaleen Group Centre.

The recommendations of the Committee were accepted by the Minister for the Capital Territory, Mr Ellicott. The formal instrument varying the plan was signed by the Minister on 22 May 1978 and tabled in both Houses of Parliament on the following day. The items recommended for deferment by the Committee were not included in the notice.

VARIATION 1—(MAP R5):

HALL: Deletion from the plan of a section of the existing Barton Highway to the northwest of the village of Hall and the addition of a new section to connect the existing road with the new alignment of the Highway which bypasses the village.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 1 - MAP R5

HALL - BARTON HIGHWAY

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

The detailed design of the Barton Highway bypass of the village of Hall and its connection with the northern section of the existing highway has been completed.

In order to accommodate a request from the NSW Department of Main Roads to avoid the property of "Dellwood" and to enable the provision of a visitor rest and viewing area at the border entry point, it is necessary to relocate the junction between the old highway and the new bypass to a point some 200m inside the Territory.

2. LENGTH

The length of road between the existing highway and the proposed deviation around Hall is approximately 390m.

3. COST

The cost of this section of road is approximately \$100,000.

4. EXISTING DEVELOPMENT

The area of land on which the proposed road is to be constructed is gazetted as a Travelling Stock Reserve.

5. PROPOSED DEVELOPMENT

The proposed road will provide a northern connection from the Village of Hall to the new Barton Highway. Adjacent to the intersection, between this road and the new deviation around Hall, will be a rest area with a parking area, lookout, barbecues, toilets and tourist information facilities.

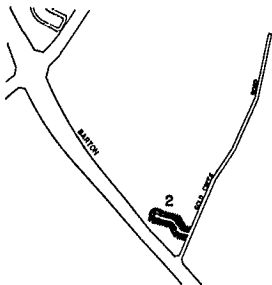
6. PARTICULAR PLANNING CONSIDERATIONS

In the detailed design of the road and rest area particular attention will be given to land form and landscape, as well as road design.

7. PUBLIC INFORMATION/CONSULTATIONS

Consultation has taken place with the Hall Progress Association, the ACT Advisory Board on Tourism and local lessees.

VARIATION 2—(MAP Q5):  
GUNGAHLIN: Addition to the plan of a cul-de-sac  
off Gold Creek Road to provide access to the  
rear of existing developments including Ginninderra  
School House and Cockington Green Model  
Village.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 2 - MAP Q5

GUNGAHLIN - GOLD CREEK ROAD

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

To provide rear access to existing properties fronting Barton Highway.

2. LENGTH

250 metres.

3. COST

\$25,000.

4. EXISTING DEVELOPMENT

The road abuts two existing developments, viz the Ginninderra School House and Cockington Green Model Village. The cul-de-sac will provide a rear access to the school house and eliminate the need to use Barton Highway for access.

5. PROPOSED DEVELOPMENT

Two motel sites front the cul-de-sac and as a condition of development lessees will be required to establish access to Gold Creek Road in lieu of the Barton Highway.

6. PARTICULAR PLANNING CONSIDERATIONS

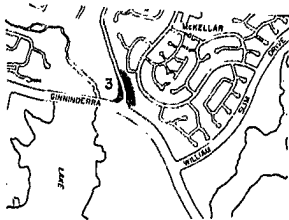
The major planning consideration is that the road will provide rear access to those properties fronting the Barton Highway.

7. PUBLIC INFORMATION/DISCUSSIONS

Operators of the Model Village and the Ginninderra School House have been consulted.

**VARIATION 3—(MAP P3):**

**McKELLAR:** Modification of the proposed intersection of William Webb Drive and Ginninderra Drive to provide adequate clearance between the roadway and the overhead electricity transmission lines.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 3 - MAP P5

McKELLAR - WILLIAM WEBB DRIVE/GINNINDERRA DRIVE

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

To provide for the connection of William Webb Drive onto Ginninderra Drive below ACTEA 132kv transmission lines at standard clearance of 7 metres.

2. LENGTH

Approximately 100 metres of road.

3. COST

Approximately \$80,000.

4. EXISTING DEVELOPMENT

Nil.

5. PROPOSED DEVELOPMENT

The neighbourhood of McKellar will be developed to the east of the road.

6. PARTICULAR PLANNING CONSIDERATIONS

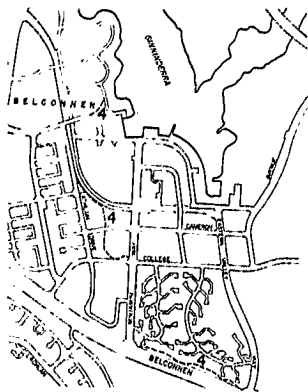
Nil.

7. PUBLIC INFORMATION/CONSULTATION

Nil.



VARIATION 4—(MAP P5):  
BELCONNEN: Addition to the plan of a cycle path  
from the intersection of Eastern Valley Way and  
Belconnen Way through the Belconnen Town  
Centre to Lake Ginninderra.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 4 - MAP P5

BELCONNEN - CYCLE PATH

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

The cycle path is an integral part of the trunk cycleway system throughout Canberra as shown in the leaflet "Canberra Cycleways" (NCDC Nov 1977). It provides an 2.5m wide extension from the end of the existing Belconnen Cycle path at Eastern Valley Way to the Belconnen Town Centre and Lake Ginninderra.

2. LENGTH

2.7 km.

3. COST

\$90,000.

4. EXISTING DEVELOPMENT

The proposed cyclepath will run parallel to Belconnen Way and Benjamin Way on the fringes of the Emu Ridge development, along College Street and then north past the Benjamin Offices to the BTC busway. It will then pass along the ombankment above the busway, cross Luxton Street and run east to Lake Ginninderra.

5. PROPOSED DEVELOPMENT

The path will be a 2.5m wide bitumen cycleway providing access to various activities in the Belconnen Town Centre and connecting to the existing Belconnen Cyclepath at Eastern Valley Way.

6. PARTICULAR PLANNING CONSIDERATIONS

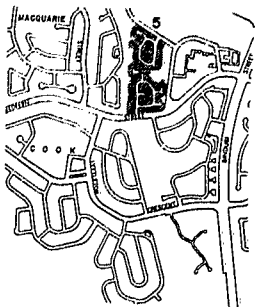
The cycleway has been integrated where possible with various developments and pedestrian systems within the town centre.

7. PUBLIC INFORMATION/CONSULTATION

Discussions with ACT Pedal Power have been held during formulation of the proposal.

**VARIATION 5—(MAP P5):**

**MACQUARIE:** Addition to the plan of two loop roads and six culs-de-sac off Catchpole Street and Redfern Street to serve 30 town house blocks, 65 courtyard blocks and 27 cottage blocks.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 5 - MAP P5

MACQUARIE, SECTION 49

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

To provide local access roads to serve proposed medium density housing developments. Traffic volumes will be light.

2. ESTIMATED COST

\$350,000.

3. EXISTING DEVELOPMENTS

Portion of Section 49 includes clubs and a reception centre as part of the Jamison Centre developments.

Standard and town-houses exist west of the section across a 20m floodway reservation.

4. PROPOSED DEVELOPMENT

The proposed roads will serve a total of 122 medium density housing sites comprising 30 townhouse blocks, 65 courtyard blocks and 27 cottago blocks.

Land is preserved for club extensions - with particular constraints on developments - and for a community use on institutional site both to create a buffer between the proposed housing and existing club developments.

A small recreation area is located central to the housing development and a cycleway route is preserved within the floodway reservation.

The area is in close proximity to bus routes and to the Jamison Group Centre. The Macquarie Primary and Canberra High Schools are both within easy walking distance.

5. PARTICULAR PLANNING CONSIDERATIONS

The section was previously identified for higher density flat development and handed to the Department of the Capital Territory in 1974 for sale as a raw land release package. The land was subsequently withdrawn from sale in 1976 when demand was not forthcoming. Medium density housing in Cook nearby has proved popular because of its proximity to Jamison and Belconnen Town Centre. The marketability of Section 49 will be enhanced with complete subdivision (and servicing) to individual medium density blocks.

Local roads are arranged off two loops to avoid any through traffic and their locations related to contours (stormwater requirements) and pedestrian movements through the site. Existing pedestrian access from west to east across the site are preserved.

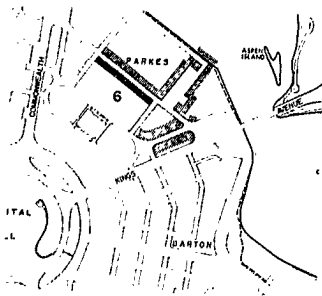
6. PUBLIC INFORMATION

Signs have been located on site since March 1976 saying "Flats maximum 3 storeys" and since February 1978 reading "Medium Density Housing Maximum 2 storeys".

Neighbourhood plans have shown the area as Flats (maximum 3 storeys) since 1972.

**VARIATION 6—(MAP N5):**

**PARKES;** Addition of a new road layout for the eastern sector of the Parliamentary Triangle including a new road to provide access to the High Court and National Gallery, modification of King Edward Terrace, a new road east of the Administrative Building linking King George Terrace and King Edward Terrace and modification of the approaches to Kings Avenue Bridge.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 6 - MAP N5

PARKES - KING EDWARD TERRACE, PARKES PLACE

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

Reconstruction of King Edward Terrace to eliminate unsatisfactory road geometry, to provide adequate safe access for the public to, and for officials associated with the High Court of Australia, the Australian National Gallery, and adjacent landscaped public spaces. Improved and safer access to the Administrative Building, Treasury Building and the National Library will be provided at western end of the realigned road.

2. LENGTH

Approximately 2.4 km of new road works.

3. COST

\$1.8 million.

4. EXISTING DEVELOPMENT

The new road parallel to Kings Avenue traverses an existing carpark, which will be redesigned and landscaped. The relocated King Edward Terrace traverses established grassed open space and the existing road will be replaced with landscaping. The High Court and the National Gallery are under construction; the proposed access road is an integral part of the development.

5. PROPOSED DEVELOPMENT

There are no other new developments proposed for this area apart from landscaping works over the roads proposed to be degazetted and around the High Court and National Gallery upon their completion.

6. PARTICULAR PLANNING CONSIDERATIONS

The new work will provide an adequate address and more satisfactory access to two new important national buildings and allow a more orderly traffic flow in the north-eastern sector of the Parliamentary Triangle.

7. PUBLIC INFORMATION/CONSULTATION

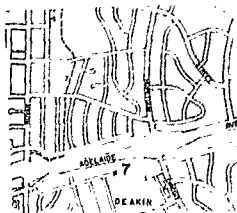
The proposal has been discussed with the Department of Administrative Services and with existing and future national institution in the area, ie Australian National Library, Australian National Gallery, High Court of Australia. The Joint Standing Committee on the New and

Permanent Parliament House has been shown on the proposals and advised that it will be presented to the Joint Committee on the ACT for endorsement.



**VARIATION 7—(MAP N5):**

**DEAKIN:** Section 36; Deletion from the plan of a short section of the road reservation of Newdegate Street to enable the determination of a lease boundary for the Deakin Oval.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 7 - MAP N5

DEAKIN, SECTION 36

SPONSORED BY THE DEPARTMENT OF THE CAPITAL TERRITORY

1. PURPOSE

To remove from the plan a short section (25m) of Newdegate Street to enable the determination of a lease boundary for the Deakin Enclosed Oval.

2. ESTIMATED COST

Nil.

3. EXISTING DEVELOPMENT

The affected section of road is currently included within the fenced area of the Deakin Oval. The Department is negotiating with the ACT Soccer Federation for the grant of a lease of the oval. In order to determine the lease boundary along the existing fence line, it is necessary to degazette the short section of road within the fence.

4. PARTICULAR PLANNING CONSIDERATIONS

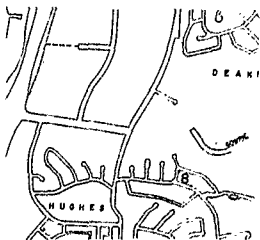
Nil.

5. PUBLIC INFORMATION/CONSULTATIONS

None.

**VARIATION 8--(MAP M5);**

**HUGHES: Block 1, Section 4; Deletion from the plan of a portion of the road reservation of Glasgow Street to enable extension of the lease boundary of Block J.**



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 8 - MAP M5

HUGHES, BLOCK 1 SECTION 4

SPONSORED BY THE DEPARTMENT OF THE CAPITAL TERRITORY

1. PURPOSE

To remove from the plan a section of road reservation in Glasgow Street, Hughes to enable the land to be incorporated in Block 1.

2. COST

Nil

3. EXISTING DEVELOPMENT

The land in question is currently part of an extended nature strip within the road reservation in Glasgow Street opposite Glasgow Place. The area was originally included in the road reservation rather than Block 1 to guarantee preservation of a large tree located on the corner. The lessee has sought an extension to his lease for the purpose of installing a swimming pool and associated landscaping and the Department has agreed to the extension subject to approval of this variation and guarantees relating to the preservation of the tree.

4. PROPOSED DEVELOPMENT

The land is to be landscaped and fenced in accordance with normal safety requirements.

5. PARTICULAR PLANNING CONSIDERATIONS

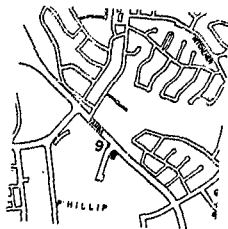
Any fencing associated with the proposed swimming pool will be in accordance with the Design and Siting policies of the National Capital Development Commission. Particular attention will be given to the preservation of sight lines on the curve in Glasgow Street.

6. PUBLIC INFORMATION/CONSULTATIONS

Nil.

VARIATION 9--(MAP M5):

PHILLIP: Modification of the intersection of Justinian Street and Yamba Drive required to enable construction of a new bridge to alleviate flooding problems in the Long Gully Creek channel.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 9 - MAP M5

PHILLIP - JUSTINIAN STREET

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

The existing temporary culvert which represents a constriction to flow in Long Gully Creek Channel is to be replaced with a bridge. To align the bridge with Justinian Street requires a minor adjustment to the present gazetted road reservation.

2. LENGTH

70 metres of new road part of which is outside the gazetted road reservation.

3. COST

\$107,000 for the new bridge and associated roadwork.

4. EXISTING DEVELOPMENT

Justinian Street is the main access to the Woden Cemetery and Woden Valley Park. The existing culvert is capable of handling flows of 1 in 4 year flood level and flows in excess of this level cause a back-up of water which at the 100 year flood level would cause the flooding of the Yamba Drive carriageway to a depth of 300mm.

5. PROPOSED DEVELOPMENT

There are proposals to provide improved facilities in Woden Valley Park which will result in the more intensive use of the area.

6. PARTICULAR PLANNING CONSIDERATIONS

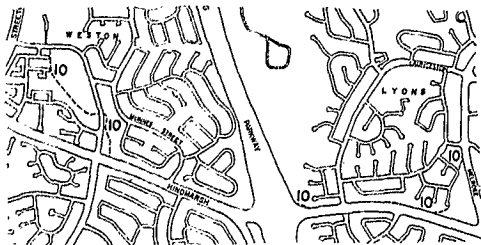
The proposed relocation of the junction of Justinian Street with Yamba Drive will provide an adequate T intersection for motor vehicle movement.

7. PUBLIC INFORMATION

The Chairman of the Cemetery Trust has been advised of the proposed replacement of temporary culvert with a bridge. The existing culvert will remain in use during construction of the bridge work.

**VARIATION 10—(MAP M5):**

**WESTON, LYONS:** Addition to the plan of a cycle path from the Weston Creek Group Centre to the Woden Town Centre.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 10 - MAP M5

WESTON, LYONS - CYCLE PATH

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

The cycle path is an integral part of the trunk cycleway system throughout Canberra as shown in the leaflet "Canberra's Cycleways" (NCDC, November 1977). It provides a commuter cycle link at 2.5 metres from the Weston Creek Group Centre to the Woden Town Centre.

2. LENGTH

4 km.

3. COST

\$130,000.

4. EXISTING DEVELOPMENT

The proposed cycle path will pass through the floodway to the east of the Weston Creek Group Centre, and alongside Hindmarsh Drive, via the developed suburbs of Weston and Lyons to Phillip.

5. PROPOSED DEVELOPMENT

To construct a 2.5 metre bitumen cycleway between the Weston Creek Group Centre and Phillip. Where existing concrete paths are used they will be widened in concrete to meet the trunk cycleway standard of 2.5 metres.

6. PARTICULAR PLANNING CONSIDERATIONS

See above.

7. PUBLIC INFORMATION/CONSULTATION

Detailed design will be discussed with ACT Pedal Power.



VARIATION 41—(MAP M5)

PHILLIP; Block 1, Section 23; Deletion from the plan of a small loop road off Botany Street to enable extension of lease boundaries for Slaven Mazda Pty Ltd.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 11 - MAP M5

PHILLIP, BLOCK 1, SECTION 25

SPONSORED BY THE DEPARTMENT OF THE CAPITAL TERRITORY

1. PURPOSE

This deletion of a small loop road off Botany Street Phillip is proposed to enable the extension of the lease boundaries for Slaven Mazda Pty Ltd.

2. COST

Nil

3. EXISTING DEVELOPMENT

The existing loop road is a one-way section between Botany Street and Divine Court, and includes a parking bay for approximately seven cars. The parking is used almost exclusively by customers of Slaven Mazda.

4. PROPOSED DEVELOPMENT

It is proposed that the area will be incorporated within the lease of Block 1, Section 25. Kerbside parking in Botany Street will continue to be prohibited.

5. PARTICULAR PLANNING CONSIDERATIONS

Nil.

6. PUBLIC CONSULTATION/INFORMATION

Nil.

VARIATION 12—(MAP L5):

KAMBAH: Block J, Section 346; Deletion from the plan of a section of the pedestrian area at the Kambah Village Centre to enable extension of lease boundaries for the Kambah Tavern.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 12 - MAP L5

KAMBAH, BLOCK 1, SECTION 346

SPONSORED BY THE DEPARTMENT OF THE CAPITAL TERRITORY

1. PURPOSE

To provide an extended lease boundary for the Kambah Tavern on Block 1 Section 346 Kambah.

2. COST

Nil.

3. EXISTING DEVELOPMENT

The Kambah Tavern is a free-standing building forming one side of central pedestrian court at the Kambah Village Shopping Centre. The building has a covered verandah on two sides but has a blank wall facing the pedestrian court.

4. PROPOSED DEVELOPMENT

It is proposed to extend the lease by m to enable the construction of a verandah and pergola facing the central court. The gross floor area will not be increased.

5. PARTICULAR PLANNING CONSIDERATIONS

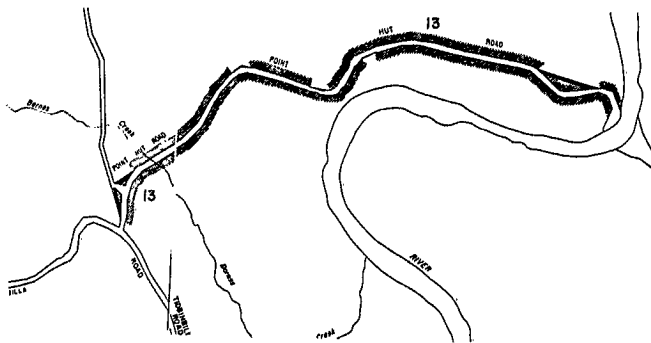
Nil.

6. PUBLIC CONSULTATION/INFORMATION

Nil.

VARIATION 13—(MAPS K4 AND K5):

PADDYS RIVER: Modification of the plan to enable the upgrading and minor re-alignment of Point Hut Road to the west of the Murrumbidgee River.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 13 - MAPS K4 & K5

PADDYS RIVER - POINT HUT ROAD

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

The variation to the City Plan is required to improve the alignment of the existing road on its approaches to the Murrumbidgee River crossing and to meet Department of the Capital Territory requirements for stock easements.

2. LENGTH

The length of the road to be reconstructed to adequate safety standards is 4.1 kilometres.

3. COST

The estimated cost of the work is \$350,000.

4. (a) Existing Development

The existing gravel surfaced road is in open country west of the Murrumbidgee River. The adjacent land use is currently grazing. The road carries rural, forestry and tourist traffic. It is an alternative heavy transport route while Tharwa Bridge is restricted in loading capacity.

(b) Proposed Development

There is an area between the road and the Murrumbidgee River which is likely to be used for recreation purposes. Generally, the current land use is expected to continue in the immediate future.

5. PARTICULAR PLANNING CONSIDERATIONS

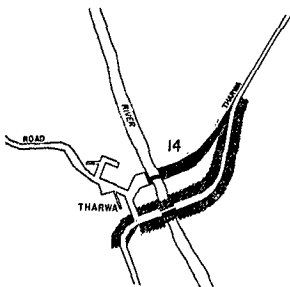
The land use of the road reserve incorporates the rural orientated needs of country roads as required by the Department of the Capital Territory (City Services and Conservation and Agriculture).

6. PUBLIC INFORMATION

Public information and consultation is not considered to be required. Safety requirements demand urgent attention to the project.

**VARIATION 14—(MAP J5):**

**THARWA:** Modification of the plan to enable the construction of a new timber truss bridge and approach roads over the Murrumbidgee River at Tharwa to replace the existing bridge which is structurally unsound.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 14 - MAP J5

THARWA BRIDGE

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

The new bridge and approach roads are required to replace the existing Tharwa Bridge which is structurally unsound and uneconomic to repair.

2. LENGTH

The new bridge will be 250m long with 1.4km of new approach roads.

3. COST

The new bridge and roads are estimated to cost \$1.0million.

4. (a) Existing Development

The village of Tharwa is located immediately to the north west of the new bridge with Cuppacumbalong Craft Centre to the south.

(b) Proposed Development

It is proposed to construct a new two lane timber truss bridge across the Murrumbidgee River about 200m south of the existing bridge. Short lengths of approach road will also be required.

No firm proposals for other new developments have been planned. The area to the south, centred around Cuppacumbalong offers opportunity for development as a rural village including craft type uses.

Riverside recreation facilities are likely in the Tharwa area.

5. PARTICULAR PLANNING CONSIDERATIONS

The location of the new bridge was chosen primarily on the basis of cost, environmental quality of the existing village and future possibilities for the Cuppacumbalong area. Engineering and cost considerations dictated that the bridge be located to the south of the existing bridge. Of the several sites available, the site selected did not encroach unduly on the village of Tharwa and allows the regional traffic using the Naas Road to bypass the village. This site also remains clear of the Cuppacumbalong area and is compatible with a long term future western bypass of Tharwa.



66TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 14 - MAP J5

THARWA BRIDGE - PAGE 2

6. PUBLIC INFORMATION/CONSULTATION

Extensive public consultation has taken place on this project. A public meeting was held at Tharwa in December 1977 when the investigations into a new bridge were about to commence. At this meeting the local community expressed a strong desire to retain their existing timber bridge. If this was not possible, they requested the new bridge (assuming it to be concrete and/or steel) to be out of sight of the existing bridge.

The Commission subsequently met with the community and compiled a major social planning report which was an important input to the engineering considerations in evaluating alternative bridges and sites.

In May 1978, a second public meeting was held at which a proposal to construct a two-lane timber bridge was discussed. This received widespread support from the residents of Tharwa. Subsequently the detailed road gazettal proposal was also discussed with the Tharwa community and affected leaseholders.

# Commonwealth of Australia Gazette

Published by the Australian Government Publishing Service



No. S141

Canberra, Tuesday, 25 July 1978

## AUSTRALIAN CAPITAL TERRITORY

*Seat of Government (Administration) Act 1910*

### NOTICE OF INTENTION TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS ENVIRONS (66th SERIES OF VARIATIONS)

IN pursuance of the powers conferred on me by Section 12A of the *Seat of Government (Administration) Act 1910* (as amended), I, Robert James Ellicott, Minister of State for the Capital Territory, hereby give notice that at the expiration of twenty-one (21) days after publication of this notice in the *Gazette* (unless objections in writing specifying the nature and grounds of those objections are lodged with the Secretary, Department of the Capital Territory, P.O. Box 158, Canberra City, A.C.T. 2601, before the expiration of those twenty-one days) I intend to vary the plan of layout of the City of Canberra and its environs in the manner and to the extent described in the schedule hereto and in the maps R5, Q5, P5, N5, M5, L5, K4, K5, and J5 attached hereto.

Dated this twenty-fourth day of July 1978.

R. J. ELLICOTT  
Minister of State for  
the Capital Territory

## THE SCHEDULE

### VARIATION 1—(MAP R5):

HALL: Deletion from the plan of a section of the existing Barton Highway to the northwest of the village of Hall and the addition of a new section to connect the existing road with the new alignment of the Highway which bypasses the village.

### VARIATION 2—(MAP Q5):

GUNGAHLIN: Addition to the plan of a cul-de-sac off Gold Creek Road to provide access to the rear of existing developments including Ginninderra School House and Cockington Green Model Village.

### VARIATION 3—(MAP P5):

McKELLAR: Modification of the proposed intersection of William Webb Drive and Ginninderra Drive to provide adequate clearance between the roadway and the overhead electricity transmission lines.

### VARIATION 4—(MAP P5):

BELCONNEN: Addition to the plan of a cycle path from the intersection of Eastern Valley Way and Belconnen Way through the Belconnen Town Centre to Lake Ginninderra.

### VARIATION 5—(MAP P5):

MACQUARIE: Addition to the plan of two loop roads and six culs-de-sac off Catchpole Street and Redfern Street to serve 30 town house blocks, 65 courtyard blocks and 27 cottage blocks.

### VARIATION 6—(MAP N5):

PARKES: Addition of a new road layout for the eastern sector of the Parliamentary Triangle including a new road to provide access to the High Court and National Gallery, modification of King Edward Terrace, a new road east of the Administrative Building linking King George Terrace and King Edward Terrace and modification of the approaches to Kings Avenue Bridge.

### VARIATION 7—(MAP N5):

DEAKIN: Section 36; Deletion from the plan of a short section of the road reservation of Newdegate Street to enable the determination of a lease boundary for the Deakin Oval.

### VARIATION 8—(MAP M5):

HUGHES: Block 1, Section 4; Deletion from the plan of a portion of the road reservation of Glasgow Street to enable extension of the lease boundary of Block 1.

### VARIATION 9—(MAP M5):

PHILLIP: Modification of the intersection of Justinian Street and Yamba Drive required to enable construction of a new bridge to alleviate flooding problems in the Long Gully Creek channel.

### VARIATION 10—(MAP M5):

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### VARIATION 11—(MAP M5):

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### VARIATION 13—(MAPS K4 AND K5):

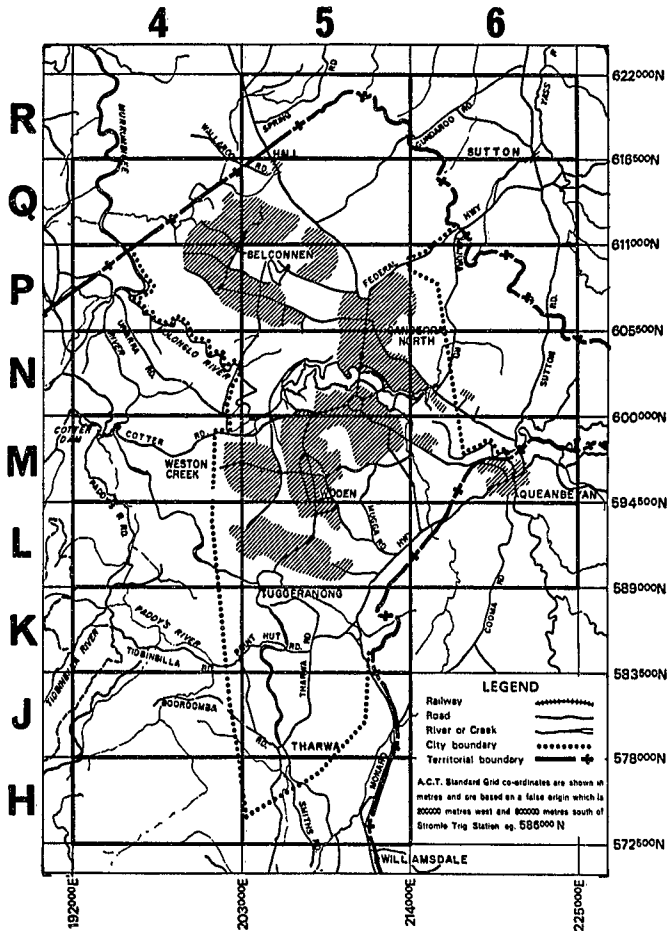
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Plan of Layout of City of Canberra and its Environs  
Published in the *Commonwealth of Australia Gazette*  
on 19 November 1925 as Modified or Varied to  
22 May 1978.

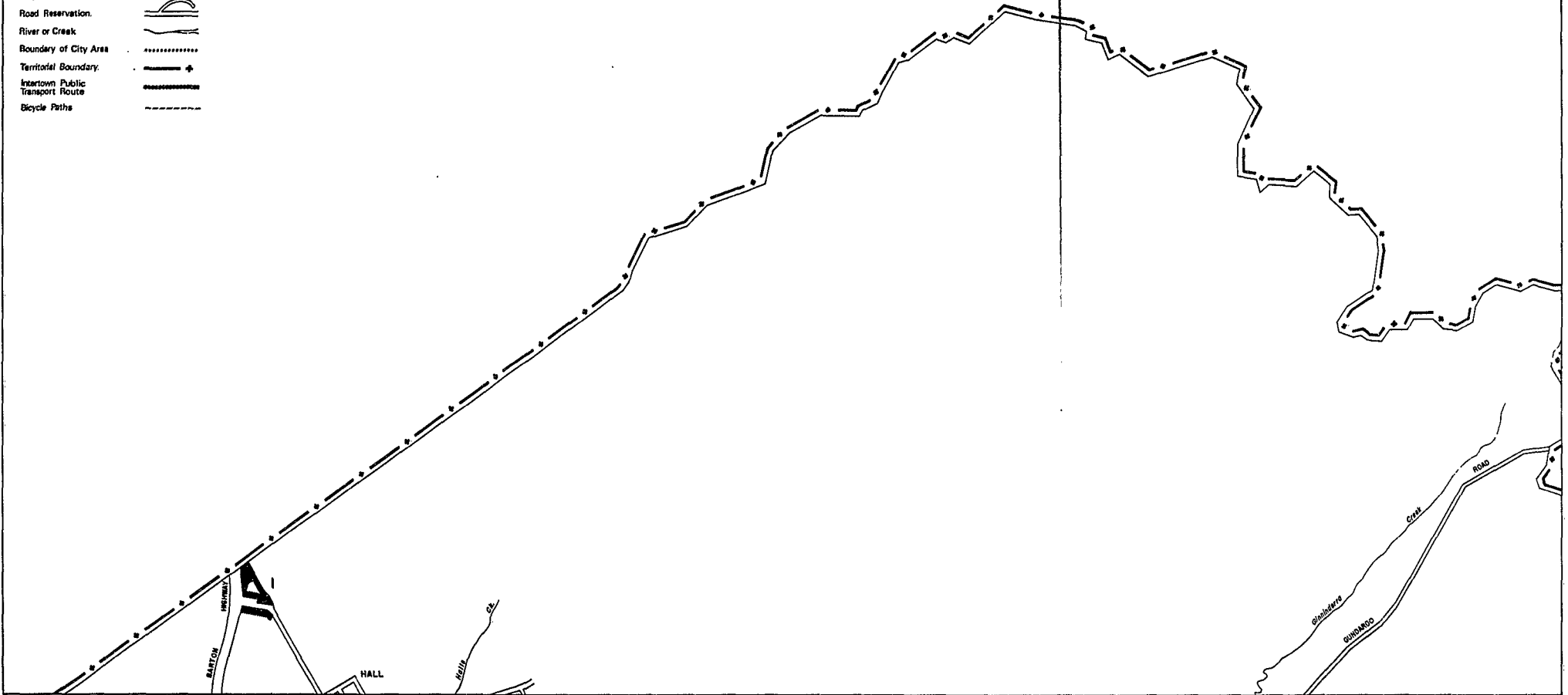
**INDEX OF DETAIL MAPS  
INCORPORATING THE CITY PLAN**





LEGEND

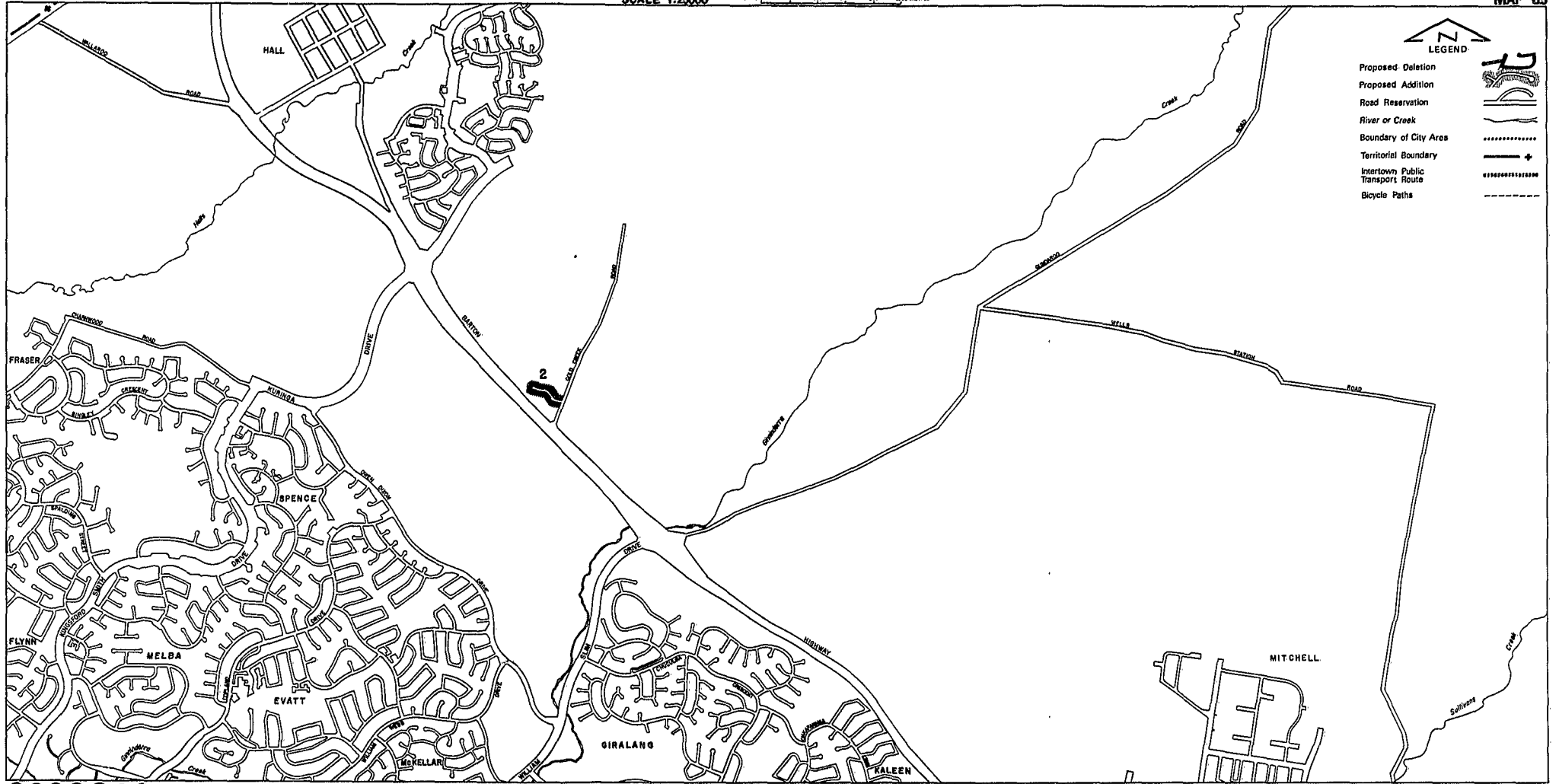
- Proposed Deletion.
- Proposed Addition.
- Road Reservation.
- River or Creek.
- Boundary of City Area.
- Territorial Boundary.
- Intertown Public Transport Route.
- Bicycle Paths.



SCALE 1:25000

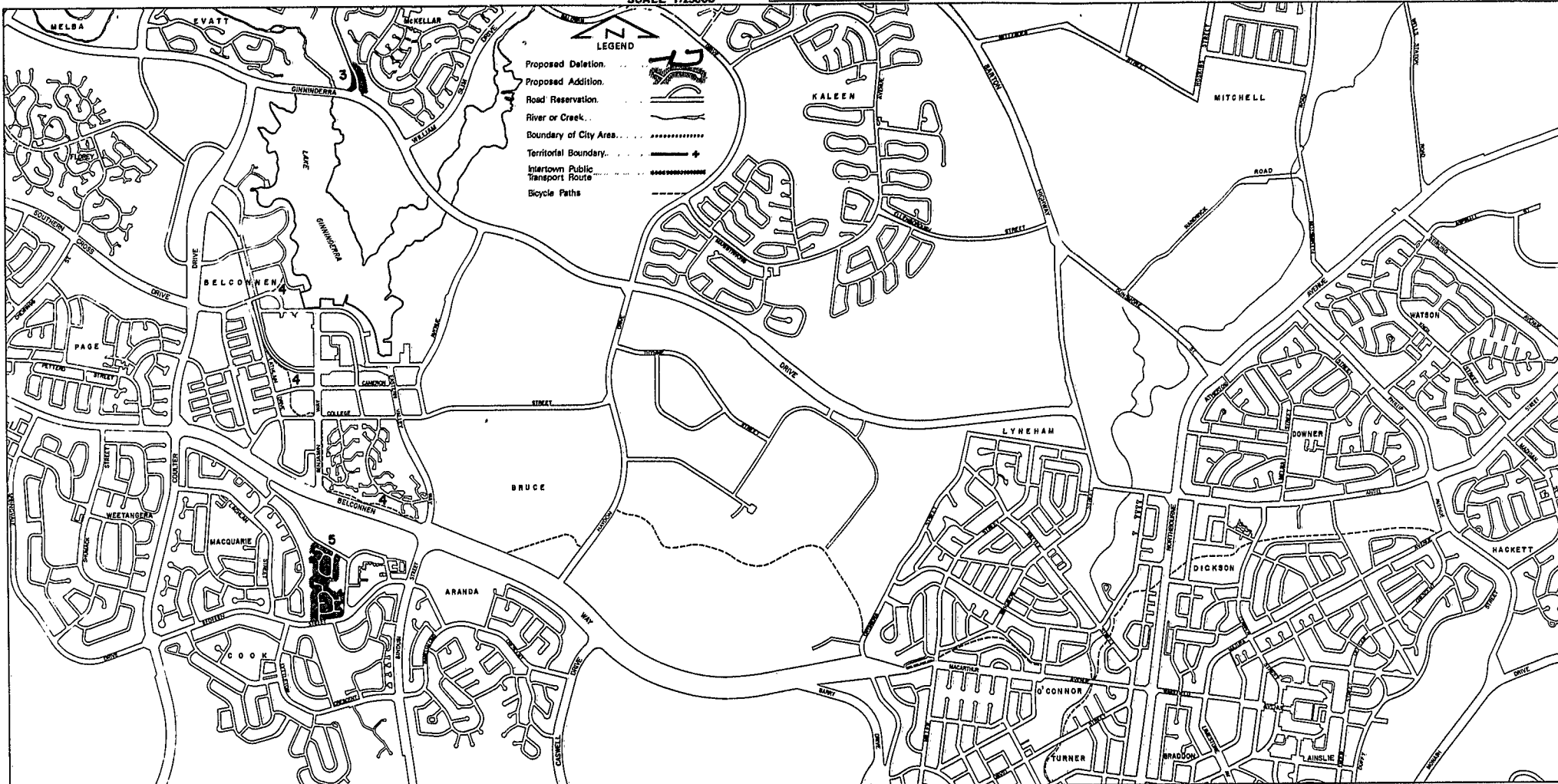
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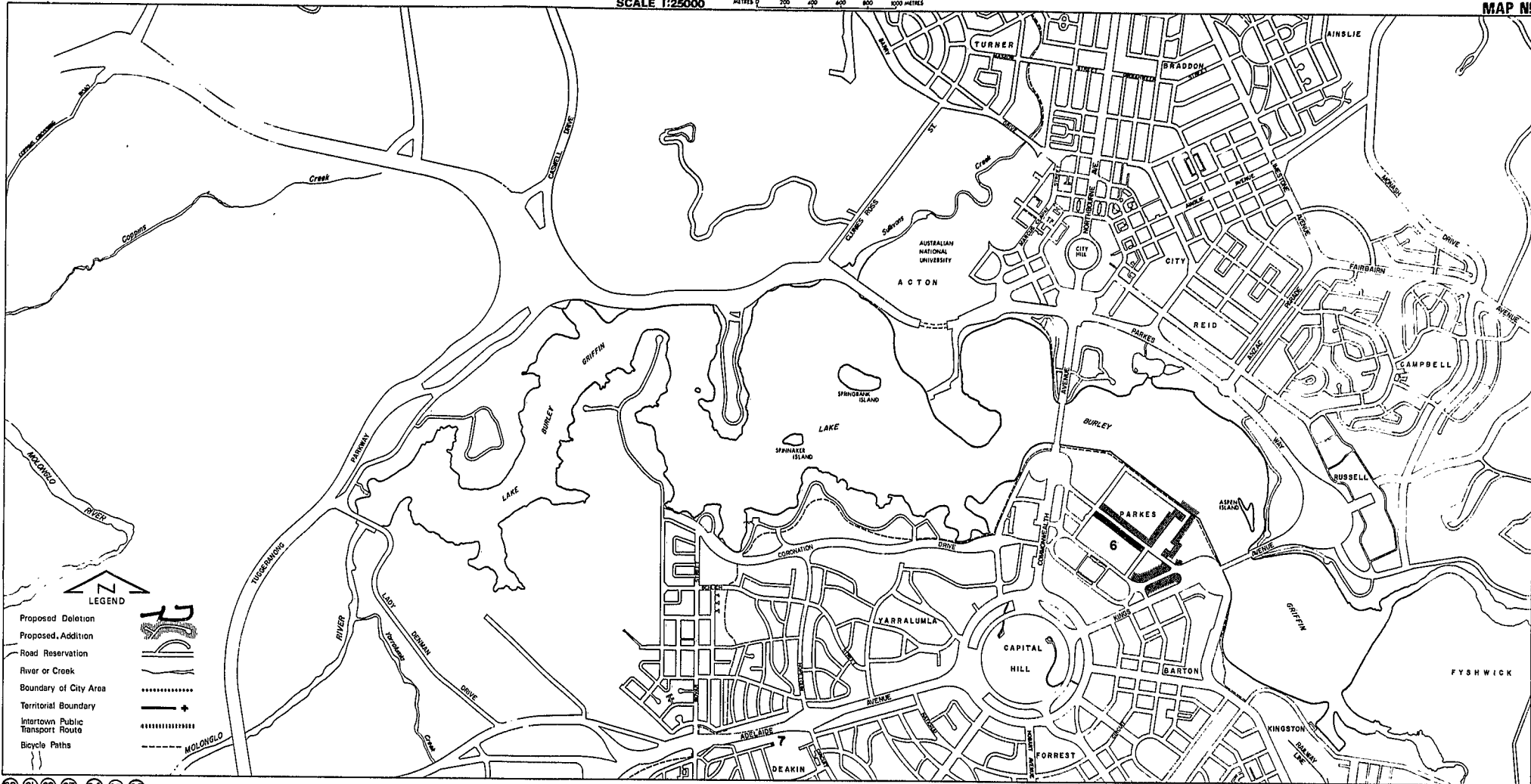
MAP 05



- Proposed Deletion
- Proposed Addition
- Road Reservation
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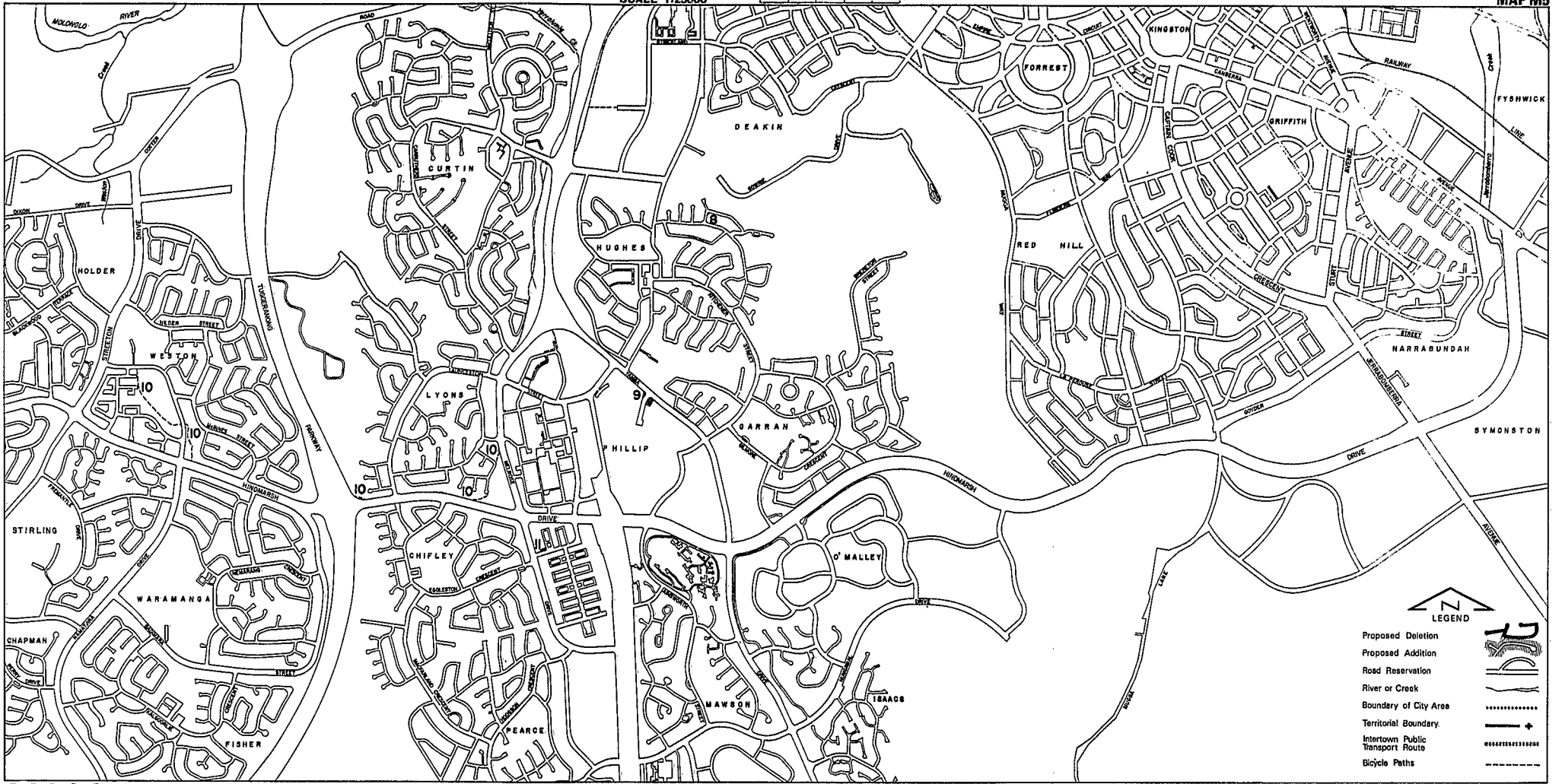




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MAP M5



LEGEND

- Proposed Deletion
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- Proposed Deletion
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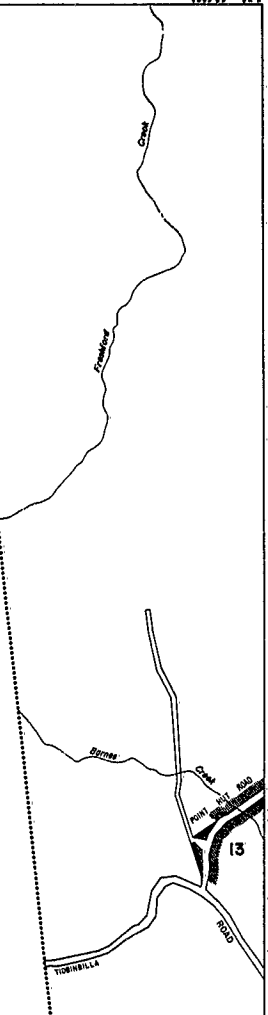
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MAP K4

LEGEND

- Proposed Deletion
- Proposed Addition
- Road Reservation
- River or Creek
- Boundary of City Area
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**LEGEND**

- Proposed Deletion
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