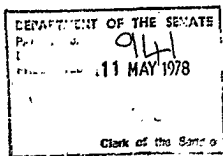


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11.5.78

THE PARLIAMENT OF THE COMMONWEALTH OF  
AUSTRALIA



JOINT COMMITTEE ON THE  
AUSTRALIAN CAPITAL TERRITORY

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

(SIXTY-FIFTH SERIES)

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 31st Parliament by resolutions of the Senate and the House of Representatives in March 1978.

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.

PERSONNEL OF THE COMMITTEE

Chairman : Senator J.W. Knight

Deputy Chairman : Mr. K.L. Fry, M.P.  
Senator B.R. Archer  
Senator D.M. Devitt  
Senator S.M. Ryan  
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

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N.B. Copies of the following documents are available in the transcript of evidence:

- . Additional information on items objected to and as requested by Committee from N.C.D.C. and Department of the Capital Territory
- . Letters of objection to the Department of the Capital Territory and to the Joint Committee
- . Letter from President of the A.C.T. Legislative Assembly and report of the Assembly Standing Committee on Lands, Planning and Environment.

RECOMMENDATIONS

The Committee has examined the proposals contained in the 65th series and recommends their implementation with the exception of -

VARIATION 12

MAP P5, ITEM 4

KALEEN GROUP CENTRE

The Committee recommends deferment of this proposal to permit further consultation with the Kaleen Community Centre Association to occur (See P.Para. 20-24).

VARIATION 16

MAP N5, ITEM 1 -

CITY SECTION 54

The Committee recommends deferment of this proposal to delete a ten metre wide strip of the reservation of Marcus Clarke Street to enable the leasing of a proposed boom gate parking area.

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY  
REPORT ON THE 65TH SERIES OF PROPOSED VARIATIONS TO  
THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS  
ENVYTRONS

INTRODUCTION

1. In the Commonwealth of Australia Gazette for 17 March 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 published also in the Canberra Times on Wednesdays, 24 March and 5 and 12 April) 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 13 April 1978, pursuant to paragraph 1(a) of the resolution of appointment of this Committee, 47 separate items contained in the Minister's proposals, and designated the 65th 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 (N.C.D.C.) and the Department of the Capital Territory (DCT). Objections to some of the proposals were received by the Department.

3. In keeping with the practice established by the Committee in the 30th Parliament the briefing on the 65th Series of Proposed Variations was held in public.

4. During the briefing objections were heard from representatives of the Department of Defence and residents of Kambah to individual items.

5. During the morning of 8 May, the Committee undertook a tour of inspection of the sites of proposed variations to which objections had been received by both the Department of the Capital Territory and the Committee. (See Appendix II). Discussions were held on site with local residents who would be affected by the proposed developments or representatives of community or special interest groups.

6. Also on 8 May, evidence was taken at Parliament House from two Members of the A.C.T. Legislative Assembly, Mr. Warren Lennon and Mr. Tim McGhie, on individual items of the 65th series (See Part I).

7. The Department of Defence and N.C.D.C. provided a further briefing for the Committee on 10 May.

8. This report is arranged in the following manner. Each item in the 65th series is described in Part II of the Report in the order it was notified in the Commonwealth of Australia Gazette No. 11196/78. 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 incorporated into the transcript of evidence taken at the briefings. The transcript will be available from the Committee's Secretariat Office to be read in conjunction with the Committee's report.



PART I

VARIATIONS 2 AND 3

MAP Q4, ITEM 2; MAP P4, ITEM 3

LATHAM, SECTIONS 105-115, 116-120

PROVISION OF MEDIUM DENSITY HOUSING NEAR  
GINNINDERRA CREEK

9. These variations are intended to service 210 detached housing blocks and 13 cottage blocks in the two sections of Latham. The land is adjacent to both the proposed rapid transport route and Ginninderra Creek.
10. The proposed developments have been objected to on transportation, environmental, and recreational grounds by the Society for Social Responsibility in Science, Action for Public Transport, and the Ginninderra Community Council.
11. The basis of the transportation objections is that higher density housing is needed adjacent to any rapid transport route in order to run the transport system economically. It is also claimed that further areas of higher density housing are needed in North West Belconnen to balance the proportion of standard detached housing. The area is close to the Charnwood shopping centre and is considered to be a suitable area for higher density housing.
12. The Ginninderra Community Council's <sup>OBJECTION</sup> letter <sup>OBJECTION</sup> recommends that "If sub-division of this land for higher density housing is not opportune at present, the area should remain vacant. The principle of optimum land use should not be foreclosed by any premature sub-division".
13. The objections to the proposed development on environmental and recreational grounds are based on the proximity of the proposed development to Ginninderra

Creek. Housing will come within 100 metres of the Creek in Sections 105-115, which the Council considers leaves inadequate area for a natural bushland reserve. It is said that the housing development will occupy land needed for recreation and affect the visual amenity of the area.

14. On the question of access to the future rapid transport system, an officer from N.C.D.C. informed the Committee that, as yet, no transit stops have been determined. Although the sections under consideration might be adjacent to the route, they may not be adjacent to any future transport stop. An officer reaffirmed the Commission's view that there were adequate medium density sites preserved at such places as the town centre and in particular, in the Florey area\*.

15. In view of the fact that the Committee has already approved developments in this area in the 63rd series of variations, which are closer to the Ginninderra Creek than these proposed developments, the Committee will not withhold approval for variations two and three of the 65th series.

16. However, the Committee is concerned about the future availability of Ginninderra Creek for recreational use and it is seeking from N.C.D.C. detailed information on the future use of the Creek area during briefings on the 66th series. It is desired that the briefing will include the land use and recreational proposals for the whole area, clearly showing <sup>the</sup> full extent and limits of residential development near the Creek. In view of this request, the Committee ~~suggests~~ <sup>requests</sup> that Blocks 102, 103 and 104 should not be further developed until the Committee has received the detailed briefing ~~as requested.~~

17. The Committee also considers that, in preparing any proposals for the development and use of the Creek area, there should be full consultation between N.C.D.C. and the community, including such groups as the Ginninderra Community Council and Society for Social Responsibility in Science.

\*Reference should be made to the <sup>N.C.D.C.</sup> Commission's statement on medium density housing in Canberra incorporated in the Committee's report on the 63rd series of variations at Appendix III.

VARIATIONS 10, 20 TO 26

18. These variations continue the process begun in the 60th series of variations of correcting the city plan. The roads involved have all been constructed, but there had been discovered, during recent surveying, anomalies between the roads as constructed and the alignment of the roads as they are presently gazetted on the city plan.

19. The Committee was informed that these roads were constructed at a time when it was not the custom to have formal surveys done before the gazettal of the proposed variations. However, a new control system will be put into effect which will involve a certification by the Department of compliance with all statutory requirements before a contract is let by N.C.D.C.

VARIATION 12

MAP P5, ITEM 4

KALEEN GROUP CENTRE

PROPOSALS FOR THE KALEEN GROUP CENTRE

20. An objection was received from the Kaleen Community Centre Association. Their objection involves the following main points:

- There has been too great a provision of parking space and insufficient space reserved for "green areas".
- Some of the facilities proposed for the Centre will create a noise problem.
- There is opposition to the concept of cottage block housing with businesses attached placed in a residential area.
- The provision of retail and service facilities may be excessive.
- The proposed tavern is debated while a library is considered essential..

- The access road on the crest of the hill in Staaten Crescent may prove a traffic hazard.

The Association also feels that the residents' views should be ascertained before any development begins.

21. On the question of the provision of retail space, the Committee was informed that "areas reserved for retail and service trades uses can and have been calculated based on known and anticipated demand patterns. The Commission has received numerous enquiries as to when this centre will open, both from prospective traders and from nearby residents who support its early development. The centre will provide an intermediate range of shops and services not available at corner stores and will serve both Kaleen and Giralang residents".

22. A number of areas of concern to the local residents' representatives were expressed to the Committee during its discussions on the proposed site. The Committee notes the starting date on this work is not until late 1979, early 1980. The Committee recommends deferment of this proposal.

23. It is felt by the Committee that there is time for the N.C.D.C. to engage in consultations with the Kaleen Community Centre Association, especially in view of the Association's meeting to be held in June. Kaleen is a new area with a recently established community association so that an opportunity should be provided for the residents to express their views on the proposal.

24. The Committee considers that, where retail centres are being planned after a local community group has become established, there should be consultation and liaison with the community from the earliest stage of planning.

VARIATION 14

MAP P5, ITEM 6

MACQUARIE, SECTION 50

ENCLOSURE OF THE JAMISON SHOPPING CENTRE

25. In order to create an enclosed shopping mall the lessees of the Jamison shopping centre, the A.M.P. Society and J.G. Coles Pty. Ltd., have sought a new lease which would include an area which is now a pedestrian way as part of the lease. The area in question is currently designated a pedestrian way and is controlled and maintained by the Department of the Capital Territory. In order to convey this area to the lessees it is necessary for the pedestrian way to be deleted from the Canberra City Plan.

26. An objection was made to this proposal by the A.C.T. Legislative Assembly which adopted recommendations contained in the reports of its Lands, Planning and Environment Committee opposing this variation. Mr. T.R. McGhie, a member of the Assembly and of the Lands, Planning and Environment Committee had lodged an objection on his own behalf to the proposal. He appeared before the Committee to present his personal and the Legislative Assembly's views, and submitted that the proposal will alienate land that is currently in the public domain. He continued -

"This proposal has serious ramifications for the legitimate community use of the open space in shopping complexes. Charitable and welfare institutions, political ~~PARTIES~~, youth ~~Parties~~ involvement organisations and various community groups all have a requirement to have access to public spaces which attract crowds. If the usual situation applies with the enclosing of Jamison and the space inside, the resultant Mall will become the property of the promoter. The experience of other shopping complexes suggests that there is no chance for full community use of the space".

17. Some concern was also expressed about extending retail space in the shopping centre when retail outlets in the Belconnen area had been recently increased by the opening of the first stage of the Belconnen Mall. The Committee was informed by the Department of the Capital Territory that the lessees wished to improve the amenity of existing facilities rather than to extend the retail space available and that the lease document would restrict the use of the additional area that could be used for retail purposes to three kiosks. The Committee notes that the Lease Purpose clause will provide:

"That the aggregate gross floor area used for trading kiosks shall not exceed 30 square metres PROVIDED ALWAYS THAT the aggregate of the gross floor area of the said trading kiosks together with the aggregate gross floor area of the adjoining shops shall not exceed the aggregate of the maximum gross floor areas referred to in the Crown Leases in respect of the adjoining shops".

The parties have agreed to the inclusion of the following terms:

- (a) (i) the Lessee will during normal business hours permit members of the public access to pass and repass;
- (ii) the Lessee will at all reasonable times upon written application to the Lessee and subject to the Lessee obtaining reasonable safeguards for the security of the premises and the adjoining shops and the safety of persons on the premises permit the holding of public meetings.

The Department and the National Capital Development Commission have supported the proposal for a variety of reasons, the foremost being the need to see the Jamison Centre revitalised while preserving public use of the now open areas. The enclosure would provide an opportunity for the centre to compete on an equal footing, particularly in terms of customer comfort, with other retail centres in the area such as Kippax Fair and

Belconnen Mall. Jamison Centre was the first major retail centre to be developed in Belconnen and its open design has often been criticised. Alterations at the western entry to reduce wind circulation have not been entirely successful. Consequently ~~the~~ the lessee's proposal to enclose the area, accept full maintenance and cleaning responsibility and provide for continued public use appeared an appropriate way of enabling the centre to continue as a viable and competitive retail facility.

28. After hearing evidence from the objector and ~~ex~~ parties to the proposed agreement, the Committee was satisfied that a consensus had been achieved that would ensure that the public would not be disadvantaged by the implementation of this proposal and accordingly recommends its implementation.

VARIATION 16

MAP N5, ITEM 1

CITY, SECTION 54

DEVELOPMENT OF ACCESS ROAD AND PARKING  
FACILITIES OFF MARCUS CLARKE AND CHILDERS  
STREETS

29. The variation covers two proposals. Firstly, it is proposed to add to the Plan an access road off Childers Street to provide access to premises to be leased to <sup>the Police</sup> ~~a Club Association~~. Secondly, it is proposed to delete a ten metre wide strip of the reservation of Marcus Clarke Street to enable the leasing of a proposed boom gate parking area. No objection to the proposed access road has been received and no reason for not supporting it is evident to the Committee. The proposal relating to boom gate parking, however, was the subject of an objection by the A.C.T. Legislative Assembly and evidence was presented to the Committee on the matter by Mr. Lennon, the Chairman of the Lands, Planning and Environment Committee of the Assembly. His objection is that the proposal will alienate the only car park available to "long-stay" commuters, who are employed in the adjacent offices.

30. Mr. Lennon asserted that the proposal is based on a "highly inaccurate assessment of the need to introduce paid parking" ~~especially in the western side of the city.~~ <sup>ESPECIALLY ON THE WESTERN SIDE OF THE CITY.</sup>

31. He believes that boom gate parking now "would merely reproduce the situation found elsewhere in this city where large public assets in the form of boom-gate car parks are being drastically under-utilised because of the dogged pursuit of a transport policy with which a majority of Canberra residents do not agree".

32. In the briefing notes provided to the Committee by N.C.D.C. it was stated that "the Pay Parking Programme" forms part of the Commission's Transportation Policy. The conversion of the car park to pay parking will create an increase in the short stay parking areas available to service the city's west side as well as generate revenue". N.C.D.C. submitted to the Committee *That* :

- (1) There are currently 750 restricted (short-stay) spaces and 3,000 unrestricted (long-stay) spaces in the west side of the City (i.e. west of Northbourne Avenue). This parking supply satisfactorily caters for the observed current demand for approximately 750 short-stay spaces and 2,000 long-stay spaces.
- (2) There is an over-provision of nearly 1,000 long-stay spaces in the car parks adjacent to the Acton Hotel, the Lakeside Hotel and the Copland Building, ANU. However, a significant proportion of the long-stay parkers are abusing the (unenforceable) short-stay controls and regularly displace a number of short-stay parkers to these more distant, but empty unrestricted (long-stay) areas.
- (3) The existing parking situation depicted in Table 1 and Fig. 1 shows the high degree of infiltration of



long-stay parkers into short-stay controlled areas, particularly those adjacent to Marcus Clarke Street near University Avenue (areas A, B and C). (See Introduction, para. 8).

- (4) The Construction of the Police Officers Association building will displace 25 short-stay and 20 long-stay parkers from Section 4. It is anticipated that the construction of the City Bus Interchange will displace a further 275 long-stay parkers and 90 short-stay parkers from the existing parking area on Section 18. In addition, it is anticipated that there will be a significant increased demand for short-stay parking generated by the occupation and growth in usage of the new Health Building. All of these will place the short-stay controlled car parks of City West under even greater pressures for long-stay parkers.
- (5) The need to introduce more effective measures to control and ensure the availability of these short-stay spaces in City West has been recognised by both the N.C.D.C. and the Department of the Capital Territory. They are necessary to ensure the viability of retail, entertainment, and commercial activities located in this area of the City. Gazettal action to facilitate the installation of boom gates to Section 4 was undertaken in anticipation of this need arising within the next 1-2 years.
- (6) While the installation of boom gates to Section 4 will guarantee the availability of short-stay parking space in City West it will have little real impact on the availability of long-stay parking. It will simply result in a more efficient and equitable distribution of existing spaces between long-stay and short-stay users.

(8) As noted above, there is currently an over-provision of unrestricted parking space in City West. When boom gates are installed to Section 4, commuters will still be free to drive their personal motor vehicles to City, although they may have to walk long distances from their cars to their places of employment.

33. The Committee also received a submission from the Canberra Workers' Club which reported that when plans for club extensions were submitted to the N.C.D.C. for approval the Club was asked to provide plans for the development of the complete area of the Club land. This full development was envisaged to take place over the next ten years. The Club said it had been informed that multi-storey parking was planned for the area adjacent to the Club and that the Club would be allotted space for members' vehicles.

34. Subsequent information provided by N.C.D.C. indicated that in various discussions since 1971 with the Canberra Workers' Club, N.C.D.C. has referred to the long term parking needs for Civic and to the possible need to build a multi-storey parking structure adjacent to the Club at ~~the~~ <sup>some</sup> ~~same~~ time in the future. However, it was not, and is not, the Commission's policy to reserve or allocate space in parking structures or parking areas because they are public facilities and no indication has been given to the Canberra Workers' Club that such an allocation would be made.

35. The Committee accepts the argument of N.C.D.C. in favour of reducing the "long-stay" parking spaces available in the city as a long term policy. At the same time it notes the Commission's comment that the gazettal action seeks only to create the opportunity to install boom gates to Section 4 when the need arises and that the Commission will only proceed with the installation of boom gates to Section 4 following investigations which will establish when the need for such a facility is clear. ~~THE COMMITTEE RECOMMENDS THAT THE PROPOSAL, AS REGARDS DELETION OF THE ROAD RESERVATION, SHOULD BE DEFERRED UNTIL THE ACTUAL NEED FOR THE FACILITY HAS BEEN~~ <sup>more clearly established.</sup> .111.

VARIATION 17

MAP N5, ITEM 2

PARKES - REGATTA POINT

PROVISION OF TURNING AREA FOR TOURIST COACHES

36. No objections to this proposal have been received. However, in examining the proposal the Committee found that the work for which the variation was sought had already been undertaken. Strictly speaking this is a breach of the prohibition contained in Section 11(5) of the National Capital Development Commission Act that the Commission shall not depart from the Plan of Layout of the city of Canberra.

37. The situation arose in the course of construction when it was found that a wider turning circle was needed than the road reservation allowed. It would have been neither sensible nor economic to defer work while variations to the Plan were sought.

38. However, the incident exemplifies the care that is necessary to avoid inadvertent breaches of a provision such as Section 11(5) which is stated in unequivocal terms.

VARIATIONS 18 AND 19

MAP N5, ITEM 3; MAP N6, ITEM 2

CAMPBELL - GENERAL BRIDGES DRIVE

RE-ALIGNMENT OF GENERAL BRIDGES DRIVE AND ROBERT CAMPBELL ROAD INTERSECTION

39. The Department of Defence objects to the proposal to modify the present T-junction of General Bridges Drive and Robert Campbell Road, "on the basis that it is incompatible with a need to minimise or slow traffic on the lower portion of General Bridges Drive".

40. An officer from N.C.D.C. informed the Committee that it was proposed to modify the T-junction to allow for an easier flow of tourist traffic past the Australian Defence Force Academy site and to Mt. Pleasant.

41. However, the Committee noted some disagreement over the long term use of General Bridges Drive. It appeared from comments by the Department, based on a letter to it from N.C.D.C., that N.C.D.C. envisage the road as a feeder road for Defence complexes presently and in the future in the Campbell Park area. The Department of Defence objected to this concept because of the road's future proximity to the cadet residences at the Australian Defence Force Academy.

42. An N.C.D.C. officer informed the Committee that he understood that the proposal for a possible link across Fairbairn Avenue with General Bridges Drive had been discussed with the Academy and had been agreed. However, the Department indicated that this was not the case.

43. Mr. Westerman, Associate Commissioner from N.C.D.C., stated to the Committee that N.C.D.C. was aware of the Department of Defence's reluctance on the matter, but did not understand that the Department would lodge an objection. He assured the Committee that, had it been known, the N.C.D.C. would have sought to resolve the question before it came before the Committee.

44. On the question of an assurance on the integrity and position of the Gun Gates, which the Department of Defence sought from N.C.D.C., an officer was able to assure the Committee and the Departmental representative that there was no intention to change the gates or the gun placements on either side. The variation is intended to ensure that the road reservation encompasses the gun site on either side so that a site boundary, which will be clear of the gates, for the Australian Defence Force Academy and for Duntroon can be defined.

45. The Committee considers that N.C.D.C., as the ~~PLANNING~~ <sup>TRANSPORT</sup> authority for the Territory, has adequately demonstrated the need to implement the variation in order to improve traffic flow and safety and so recommends that the variation proceed.

VARIATIONS 37 TO 40

MAP L4, ITEMS 1 AND 2; MAP L5, ITEMS 3 AND 4

46. The proposal involved in this variation seeks to divert traffic proceeding to Kambah Pool, but which currently uses roads through residential areas in the vicinity, by providing an access road using a kilometre of reservation for the proposed Tuggeranong Parkway. Objections to this proposal were received from the objectors listed in Appendix II. The Committee took evidence from objectors and visited the site of the proposed new access road where it consulted residents.

47. After consideration of the objection and the evidence given by N.C.D.C., it seems that part of the objection has been based on incorrect information supplied to the objectors by N.C.D.C. N.C.D.C. was able to assure the Committee that the proposed road would not follow ~~the~~ route <sup>of</sup> ~~of the original~~ <sup>CLOSER TO RESIDENCES</sup> ~~Kambah Pool road~~ as some objectors believed but would be approximately in the middle of the land set aside for the future Tuggeranong Parkway. The road carriageway will be approximately 7 metres wide and be built to a 2 lane rural road design standard. The centre-line of the road is not less than 100 metres from the boundary of any property in Morant Circuit. Because of the road's location, type and cost ~~nature~~, it is considered that the construction of acoustic mounding along any section of its length is not required.

48. The second aspect of the objection involved the provision of an intersection between the Kambah Pool Road and Barritt Street. Concern was expressed that the heavy traffic on the Kambah Pool Road would constitute a danger particularly to children who use Barritt Street to get to school buses and to shops. N.C.D.C. informed the Committee that it was proposed to create a round-about at the intersection which would slow the traffic approaching from either side. Pedestrian crossings would also be provided. Residents of Barritt Street, however, submitted that the proposed round-about would not be adequate and requested the provision either of an under-pass or of traffic signals at the junction.

49. The Committee cannot support ~~any~~ objections to the proposed route of the access road lying as it does within the

reservation for a major road of which residents would have been aware when purchasing their blocks of land. It therefore recommends implementation of the proposal. At the same time, it recognises the residents' concern for the safety of children and considers that this should be the subject of additional studies by the N.C.D.C. and further consultations with representatives of residents as to the most appropriate safety precaution for the intersections in question, should such measures be determined to be necessary.

VARIATION 43

MAP L5, ITEM 6

KAMBAH, SECTION 266

PROPOSED RESIDENTIAL DEVELOPMENT IN SECTION 266

50. This proposal for a housing development involving 35 detached houses adjacent to existing dwellings in Stieglitz Circuit attracted objections from the majority of residents in the immediate area.

51. The basic objections to the proposal are:

- (1) The proposed housing development will affect the values of the houses already established and detract from the amenity of the area.
- (2) There are insufficient playground areas for the present population and an increased population will strain the facilities more.
- (3) There will be inadequate on-site parking and ~~this~~ *THIS* will cause a traffic hazard with street parking.
- (4) An increased traffic hazard will be created, especially with the sharp angle and grade of Stieglitz Circuit.

52. In general, the residents recommend that a lower density of housing with the provision of recreational space within the development would be more locally acceptable.

53. The Committee took evidence from representatives of residents at its public hearing on the proposals and later inspected the locations when it met and discussed their concerns with residents at the site. As regards objections relating to the visual and social amenity of existing residents the Committee notes that -

The proposed plan represents a significant reduction in housing density from that signposted and the future outlook from Stieglitz Circuit will be similar to that normally experienced from a residential road of this kind.

The proposed blocks are similar in size to those in the adjacent area. The use of narrower roads results only in 2 or 3 more blocks than with normal width roads.

The proposed access roads are reduced to a size appropriate to the small number of blocks they serve and are intended to offer an alternative, less "bitumen-dominated", residential environment.

54. As regards the alleged inadequacy of open space and facilities for children in the vicinity the Committee notes that the current standard of provision of playgrounds is one per 200 standard blocks. In this case, the nearest existing playground to these residents on Section 261 (Dale Circuit) will serve this number of blocks when Section 266 is developed. While the distance to this playground is also within normal standards, the intervening Vansittart Crescent is a busy road and a further playground is proposed south of it in the medium density area just to the north of existing residences on Section 281. This has been located as centrally as possible to serve equally the low and medium density areas. The area south of Vansittart Crescent is not large enough to warrant the public provision of 2 playgrounds by current standards. There are 69 existing blocks plus 35 proposed plus the equivalent of approximately 200 town house units proposed, i.e. approximately 300 units in total.

55. Relating to considerations of traffic and parking it was submitted by residents that -

"Stieglitz Circuit is a minor road and cannot handle the additional traffic generated by the proposed development and will create additional hazards for children.

Proposed intersection points for access roads on the southern curve of Stieglitz Circuit are dangerous since they are on a downhill curve. No engineering drawings exist and no complete analysis has been made.

The access land intersections opposite Leith Place and Ind Place are dangerous.

Access lanes are too narrow to allow visitor parking."

56. The N.D.D.C. informed the Committee that -

"Stieglitz Circuit serves approximately 50 existing blocks and 35 additional blocks are proposed. The road is a 7.5m wide "collector" type road with 2 external connections and, as such, can serve up to 250 blocks. It can be compared with similar roads in Kambah, e.g. Ragless Circuit serving 153 blocks. Safety for children is also similar elsewhere in Kambah.

Engineering drawings have been prepared and these intersections have been checked by engineers. The exits from the access ways will have a dished gutter treatment to indicate a give-way situation and sight lines are within normal limits for this situation.

The access lanes to the battle-axe blocks are intended to function much as an ordinary private driveway and are designed appropriately. As such, the situation is similar to that existing all over Canberra, where both single and double private driveways enter streets at minor Tee junctions.



Visitor parking for the battle-axe type blocks is intended on site at the entry to the block which is the normal situation in privately accessed battle-axe blocks."

57. The Committee considers that the proposal for 35 houses on the site is reasonable and the development should proceed. There has been considerable reduction in the density of development originally proposed for Block 266, and in this connection it notes that access lanes will be subject to fencing conditions which will only permit access to battle-axe blocks and that no carports will be permitted on front boundaries. The space and playground facilities proposed are adequate by Canberra standards. The Committee concedes that there might be some difficulties, though not extraordinary ones, in traffic flow but these should be amenable to technical solutions and N.C.D.C. should be able to resolve problems such as may occur on the ~~Southern~~ curves of Stieglitz Circuit. It is recommended that when final development plans for the area are prepared and before construction begins there should be further consultation with the residents.

PART II

ITEMS FROM THE 65TH SERIES

VARIATION 1

MAP Q4, ITEM 1

LATHAM, SECTIONS 105-115

59. The proposed addition of access roads off Florey Drive and Kinchela Crescent will serve 136 detached housing blocks and 13 cottage blocks.

60. This current residential development proposal was adopted when it became evident that the reduced future requirement for Government office space would supersede the alternative proposed use for office buildings.

VARIATIONS 2 AND 3

MAP P4, ITEM 3, MAP Q4, ITEM 2

LATHAM, SECTIONS 116-120

61. The proposed access roads off Stretton Crescent and Ruddall Street will serve 74 detached housing blocks. The area was changed from institutional use to residential use in February 1977. (See Part I).

VARIATION 4

MAP Q5, ITEM 1

FRASER, SECTION 38

62. This proposed extension of the access road to the rear of the Fraser Shopping Centre will provide delivery access to the Centre.

63. Public Health Regulations require that direct access should be available to shops for delivery of foodstuffs. At present the roadway stops short of the butcher's shop and a take-away shop. The proposed extension is intended to provide the required access.

VARIATION 5

MAP Q5, ITEM 2

MITCHELL, SECTION 21

64. This additional cul-de-sac off Vicars Street will serve industrial leases and will avoid the necessity to provide direct access to leases off Vicars Street.

VARIATION 6

MAP P4, ITEM 1

BELCONNEN DISTRICT : ACCESS ROAD TO RIVERSIDE RECREATION  
FACILITIES ON THE LOWER MURRUMBIDGEE RIVER

65. This road will provide a new access to the lower Murrumbidgee River for the residents of Belconnen who now have to travel long distances to reach existing facilities.

VARIATION 7

MAP P4, ITEM 2

HOLT, SECTION 49

66. This variation will provide for access roads off Moyes Crescent to serve 45 courtyard and two cottage blocks.

67. The area had been made available as one parcel for private medium density development. However, because of the lack of interest by developers, it was withdrawn for sub-division and will be released as serviced medium density housing blocks either individually or in groups.

MAP P4, ITEM 3

LATHAM, SECTIONS 116-120

68. See Variations 2 and 3.

VARIATION 8

MAP P4, ITEM 4

FLOREY, SECTIONS 86, 95, 97

69. New access roads off Ratcliffe Street and an unnamed road will serve 81 cottage and courtyard housing blocks.

VARIATION 9

MAP P5, ITEM 1

FLOREY, SECTION 12

70. These access roads off Barnard Circuit will serve 22 detached housing and 22 cottage blocks.

71. This land has become available for residential use after changes in its planning made by the Catholic Education Office.

VARIATION 10

MAP P5, ITEM 2

BELCONNEN, SECTION 23

72. This variation involves the addition of a short section of road to the gazetted alignment of Gillott Street. The variation is required because of the difference between the originally computed boundary and the road as constructed. It effectively brings the plan into conformity with the road as constructed.

VARIATION 11

MAP P5, ITEM 3

BELCONWEN, SECTIONS 28 AND 29

73. A section of Wignall Street adjoining Josephson Street will be deleted to create a cul-de-sac with the addition of a turning circle to the remaining portion of Wignall Street.

74. The modification to this portion of Wignall Street was found necessary in detailed design because of excessive grades in the area.

VARIATION 12

MAP P5, ITEM 4

KALEEN GROUP CENTRE

75. The proposed addition of access roads off Maribyrnong Avenue and Staaten Crescent will serve the Kaleen Group Centre.

76. Detached housing development fronts onto Maribyrnong Avenue and Staaten Crescent opposite the Centre, to the north and east. (See Part I).

VARIATION 13

MAP P5, ITEM 5

LYNEHAM, BLOCK 402

CANBERRA SHOWGROUND

77. The addition of this road off Northbourne Avenue will give access to the eastern entry to the Canberra Showground.

78. This variation will formalise the existence of the existing informal driveway crossing by extending the public road to the recently defined showground boundary.

VARIATION 14

MAP P5, ITEM 6

MACQUARIE, SECTION 50

79. This variation proposes the deletion from the city plan of the internal pedestrian way within the Jamison Shopping Centre and the addition to the plan of perimeter roads.

80. In order to provide a more attractive shopping environment in the Jamison Centre, the lessees have sought a lease over the internal area. They intend to enclose and air-condition the area so leased. (See Part I)

VARIATION 15

MAP P5, ITEM 7

COOK, SECTION 56

81. Four cul-de-sacs serving 31 medium density housing units will be added to the plan by this variation.

82. The private developer will construct all roads and services to Commonwealth standard and then surrender them to the Commonwealth.

VARIATION 16

MAP N5, ITEM 1

CITY, SECTION 4

MARCUS CLARKE STREET PAY PARKING AREA

83. This variation proposes to:

- (a) de-gazette a 10 metre wide strip of Marcus Clarke Street road reservation so that the total existing carpark may be leased as part of the boom gate parking project.
- (b) gazette a 10 metre wide, 125 metre long, service road from Childers Street to provide access to the Police Association site.

84. The pay parking program forms part of the Commission's transportation policy. The conversion of the car park to pay parking will increase the short stay parking areas available to service the City's west side as well as generate revenue. (See Part I)

VARIATION 17

MAP N5, ITEM 2

PARKES - REGATTA POINT

85. The additional area is required to provide safe and efficient turning circles for interstate tourist coaches at the entrance to the N.C.D.C. planning exhibition. (See Part I).

VARIATIONS 18 AND 19

MAP N5, ITEM 3; MAP N6, ITEM 2

CAMPBELL - DUNTROON AREA

86. Modifications to the alignment of General Bridges Drive in these variations are to enable the upgrading of the present road to serve the proposed Australian Defence Force Academy, with the addition of a link road from Northcott Drive to provide access to Mount Pleasant.

87. General Bridges Drive will form the address road and local access road to ADFA and Duntroon, and will remain as an important tourist road in the area. (See Part I).

VARIATION 20

MAP N5, ITEM 4

CAPITAL HILL

88. This variation is intended to bring the gazetted road reservations of Capital Circle and State Circle into conformity with the physical boundaries of the roads as constructed and as surveyed by the Australian Survey Office.

89. No physical changes to the roads are involved.

90. (See also Variations 22 and 23 and 24 and 25 and Part I).

VARIATION 21

MAP N5, ITEM 5

KINGSTON, SECTION 6

91. The addition to the plan of an existing road off Mundaring Drive will provide access to Block 14 (which is to be leased for use as a tourist coach maintenance facility), and also to maintain access to an existing barge loading facility on the waterfront.

92. The proposal requires the relinquishment of part of a Department of Construction Depot site, and the Department has agreed.

VARIATIONS 22 AND 23

MAP N5, ITEM 6; MAP M5, ITEM 4

DEAKIN/YARRALUMLA : DEAKIN/CURTIN

93. This variation involves the modification of the previously gazetted alignments of Adelaide Avenue and Yarra Glen to bring the alignments of the plan into conformity with the roads as constructed.

94. No physical changes to the roads are involved.

95. (See also Variations 20, 24 and 25 and Part I).



VARIATIONS 24 AND 25

MAP N5, ITEM 7; MAP M5, ITEM 1

WESTON CREEK DISTRICT

96. This variation is intended to bring the gazetted road reservations of the Cotter Road into conformity with the boundaries as computed and the road as constructed.
97. No physical changes to the road are involved.
98. (See also Variations 20, 22 and 23 and Part I).

VARIATION 26

MAP N6, ITEM 1

CAMPBELL

99. This variation is intended to bring the gazetted road reservations of Fairbairn Avenue and Northcott Drive into conformity with the physical boundaries of the roads as computed and as built.
100. No physical changes to the road are involved. (See Part I).

MAP N6, ITEM 2

CAMPBELL

101. See Variation 19.

VARIATION 27

MAP N6, ITEM 3

MAJURA DISTRICT

Fairbairn Avenue Reconstruction : Morshead Drive  
to Piallago including section of Majura Road

102. This variation is intended to achieve two objectives:

- (a) reconstruction, realignment and upgrading of existing carriageways together with redecking of Woolshed Creek bridge to provide all weather access to the airport and greater road safety.
- (b) realignment of Majura Road to facilitate future runway requirements of Fairbairn Airforce Base.

VARIATION 28

MAP M5, ITEM 2

HOLDER, SECTION 12

103. This variation will delete Govett Street from the city plan. This street was formerly intended as a public road, but will now be incorporated into a lease under the Unit Titles Ordinance and will be the responsibility of the body corporate.

VARIATION 29

MAP M5, ITEM 3

WESTON, SECTION 20

104. With this variation an existing road within parkland, will be incorporated into the city plan to provide the necessary access for possible future leasing.

MAP M5, ITEM 4

DEAKIN, CURTIN

105. See Variation 23.

VARIATION 30

MAP M5, ITEM 5

PHILLIP, SECTION 35

WODEN BUS INTERCHANGE - STAGE 2

106. A 10 metre wide section of Callam Street will be deleted from the city plan by this variation to allow for extensions to the bus interchange.

VARIATION 31

MAP M5, ITEM 6

PHILLIP, SECTIONS 53 AND 54

ATHLLON DRIVE - STAGE 2

107. The proposed modifications of the road reservation of Athllon Drive between Melrose Drive and Hindmarsh Drive will provide for more efficient intersections at the proposed Melrose Drive deviation and at Hindmarsh Drive.

108. The deviation of Melrose Drive will provide environmental and traffic protection for the existing school precincts and staff and students.

VARIATION 32

MAP M5, ITEM 7

GARRAN, SECTIONS 49 AND 52

109. This variation is intended to bring the city plan into conformity with the turning circle of Brereton Street as computed and as constructed.

110. No physical changes to the road are involved.  
(See Part I).

VARIATIONS 33 AND 34

MAP M5, ITEM 8; MAP L5 ITEM 2

ISAACS

111. These variations add to the city plan roads to serve the new neighbourhood of Isaacs in the extreme south-east of the Woden Valley.

112. Traffic circulation will be effected by the provision of a distributor road, which will be connected to other residential streets.

113. The pine trees in the area were planted in the early 1940's to help overcome an erosion problem. A pattern of pine tree belts has been retained to provide a distinctive landscape setting.

VARIATION 35

MAP M5, ITEM 9

KINGSTON (CAUSEWAY)

114. Two access roads off Cunningham and Blueberry Streets will be added by this variation to serve seven detached housing blocks and four industrial leases.

115. The proposal to include residential and eight industrial leases adjacent to each other has been reviewed by a Causeway Resident Committee group which has generally endorsed the proposal.

VARIATION 36

MAP M6, ITEM 1

FYSHWICK

116. This variation is intended to modify Newcastle Street to provide for better traffic flow and improved pedestrian safety.

117. The variation involves creating roundabouts at three intersections and building a median strip to prevent u-turning. More orderly parking will be achieved by the proposal.

VARIATIONS 37, 38, 39 AND 40

MAP L4, ITEMS 1 & 2: MAP L5, ITEMS 3 & 4

118. The intention of these variations is to re-locate, reconstruct and seal the road which provides access to Kambah Pool. The road for the first kilometre from Sulwood Drive lies within the existing Tuggeranong Parkway boundary. The remainder of the road passes through rural leases.

119. The relocation of the entry point to the road from Drysdale Circuit to Sulwood Drive will stop the traffic penetration which currently occurs in the residential area of Kambah.

MAP L4, ITEM 2

TUGGERANONG DISTRICT

120. See Variations 37-40.

VARIATION 41

MAP L5, ITEM 1

FARRER, SECTION 25

121. The existing road which is in public open space, will be included on the city plan by this variation to enable D.C.T. to issue a lease for the site for the A.C.T. Boy Scouts and Girl Guides Association.

MAP L5, ITEM 2

ISAACS

122. See Variations 33 and 34.

MAP L5, ITEMS 3 AND 4

TUGGERANONG DISTRICT

123. See Variations 37-40.

VARIATION 42

MAP L5, ITEM 5

KAMBAH, SECTION 252

124. The addition of this existing road and parking area off Springbett Street will provide access to the Kambah Homestead for leasing as a community facility.

VARIATION 43

-14-

MAP L5, ITEM 6

KAMBAH, SECTION 266

125. This variation proposes to add to the city plan seven access ways and lanes off Stieglitz Circuit to serve 21 detached housing blocks.

126. The sub-division has been designed to provide a number of small residential groups, by the use of access ways and lanes, with access to Stieglitz Circuit.

VARIATION 44

MAP L5, ITEM 7

GOWRIE, SECTION 228

127. It is proposed with this variation to add to the city plan the existing road and parking area off Castleton Crescent to provide access to Athllon Homestead for leasing purposes.

VARIATIONS 45-47


MAP K4, ITEM 1; MAP K5, ITEM 1; MAP J5, ITEM 1

PADDYS RIVER DISTRICT

TIDBINBILLA ROAD RECONSTRUCTION : STAGE 4

128. This proposed variation will ensure that an acceptable standard of access is maintained to Tharwa Village, rural properties, and the two southern tracking stations.

129. The section of Tidbinbilla Road from Paddy's River to Tharwa Village urgently requires upgrading.



COMMONWEALTH OF AUSTRALIA

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

11 3 APR 1978

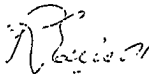
My dear Senator,

On 17 March 1978 notice of my intention to vary the plan of the layout of the City of Canberra and its environs was published in the Commonwealth Gazette.

Wide publicity is being given to the proposals with a view to receiving comments or objections from the community. The Department will receive objections to the proposals until 4.30 pm on Thursday 13 April 1978.

In accordance with the provisions of its instrument of appointment, I now formally refer the proposals to the Joint Committee on the A.C.T. for investigation and report. I understand that the relevant briefing notes and supporting documents have been delivered to the Committee secretary and objections will be forwarded to you immediately upon receipt by the Department.

Yours sincerely,



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



OBJECTIONS RECEIVED BY THE DEPARTMENT OF THE CAPITAL  
TERRITORY

General Bridges Drive

Mr. M.W. Buckham, First Assistant Secretary,  
Facilities Division, Department of Defence, Russell Offices,  
Russell, A.C.T.

Rear-Admiral W.J. Dovers, Chief Project Officer,  
Australian Defence Force Academy Development Council, A.C.T.

Marcus Clarke Street Pay  
Parking

Mr. Warren Lennon, Member, A.C.T. Legislative  
Assembly, South Building, London Circuit, Canberra City,  
A.C.T.

Jamison Shopping Centre  
Enclosure

Mr. T.G. McGhie, Member, A.C.T. Legislative  
Assembly, South Building, London Circuit, Canberra, A.C.T.

Kambah, Section 266

A.C.T. Mr. B & Mrs. K. Hutchins, 3 Leith Place, Kambah,

Kambah, A.C.T. Mr. P & Mrs. L. Bramwell, 16 Stieglitz Circuit,

Mr. M. Ryan, 27 Stieglitz Circuit, Kambah, A.C.T.

A.C.T. Mr. & Mrs. McDermott, 18 Stieglitz Circuit, Kambah,

A.C.T. Mr. & Mrs. Papininni, 25 Stieglitz Circuit, Kambah,

Mr. & Mrs. P & S Brice, 5 Leith Place, Kambah, A.C.T.

Mr. J. English, 7 Stieglitz Circuit, Kambah, A.C.T.

Mrs. Davis, 2 Ind Place, Kambah, A.C.T.

Kambah Pool Road

Mr. M. Henry, 56 Morant Circuit, Kambah, A.C.T.

OBJECTIONS RECEIVED BY THE JOINT COMMITTEE ON  
THE AUSTRALIAN CAPITAL TERRITORY

Marcus Clarke Street Pay  
Parking

Mr. D.G. Graham, Acting Secretary/Manager, Canberra  
Workers' Club, Box 336, Canberra City, A.C.T. 2601.

Kambah Pool Road

Mr. J. Daley, 17 Morant Circuit, Kambah, A.C.T. 2902.  
Mr. J. Fleischinger, 54 Morant Circuit, Kambah, A.C.T.  
2902.  
Mr. P. Carter, 122 Allechin Circuit, Kambah, A.C.T. 2902.

OBJECTIONS RECEIVED BY THE DEPARTMENT OF THE  
CAPITAL TERRITORY

Kaleen Group Centre

Mr. D.T.G. Floyd, President, Kaleen Community Centre Association, Alberga Street, Kaleen, A.C.T.

Mr. C.E. Hockley, Chairman, Group Centre Sub-Committee, Kaleen Community Centre Association, Cnr. Maribyrnong Avenue and Alberga Streets, Kaleen, A.C.T.

Latham, Sections 105-115  
and 116-120

Mr. M. Diesendorf, Secretary, The Society for Social Responsibility in Science (A.C.T.) P.O. Box 48, O'Connor, A.C.T.

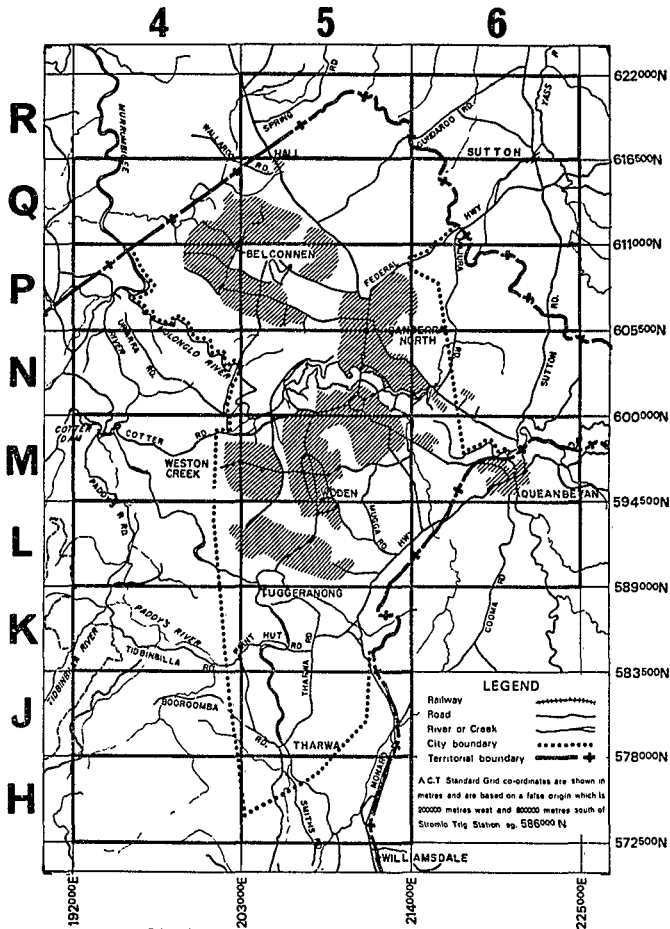
Mr. McDonald, President, Ginninderra Community Council, 13 Backhouse Street, Latham, A.C.T.

Dr. C. Watson, Convenor, Action for Public Transport, P.O. Box 1875, Canberra City, A.C.T. 2601.



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  
26 October 1977.

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











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MAP 04



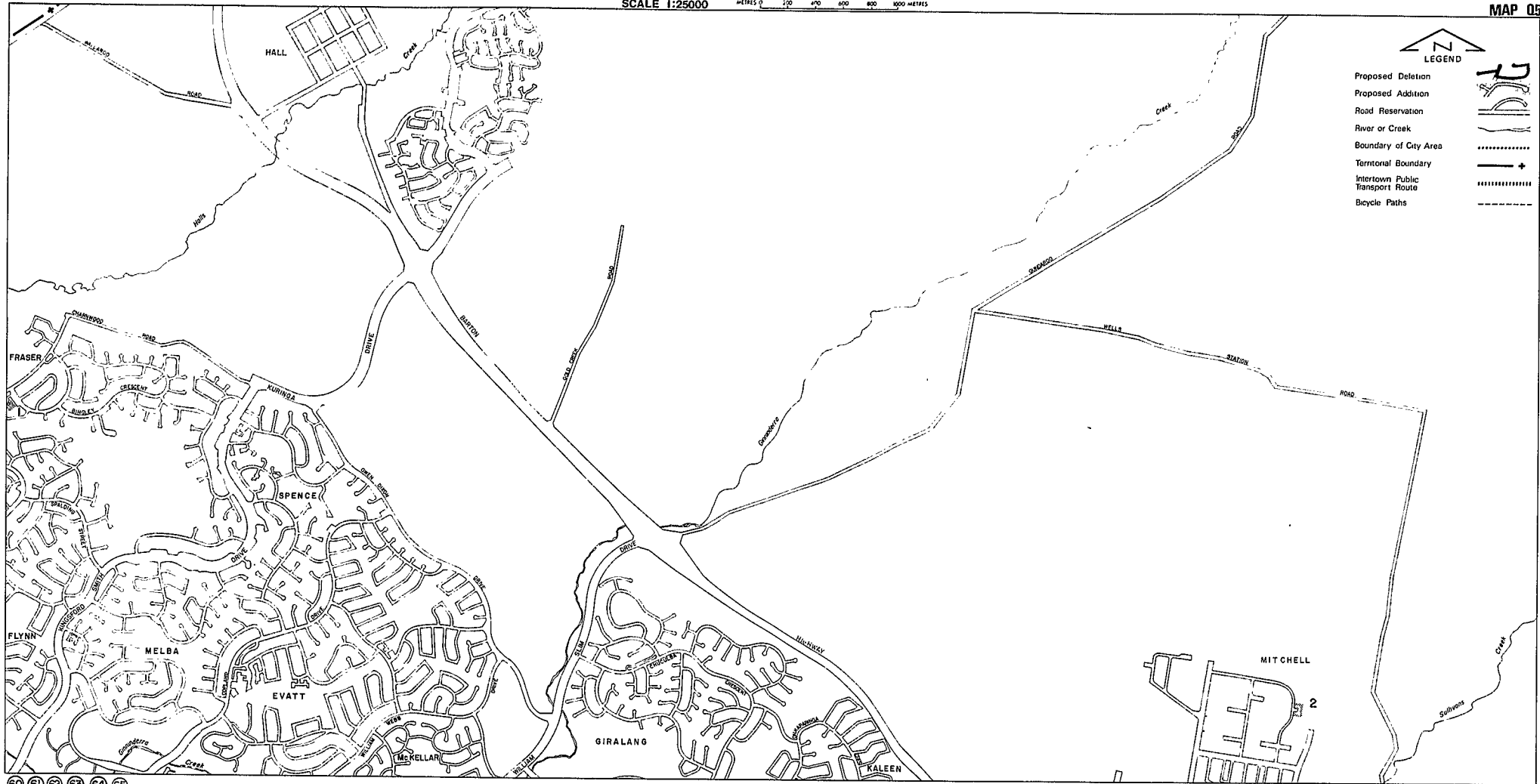
LEGEND









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- 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



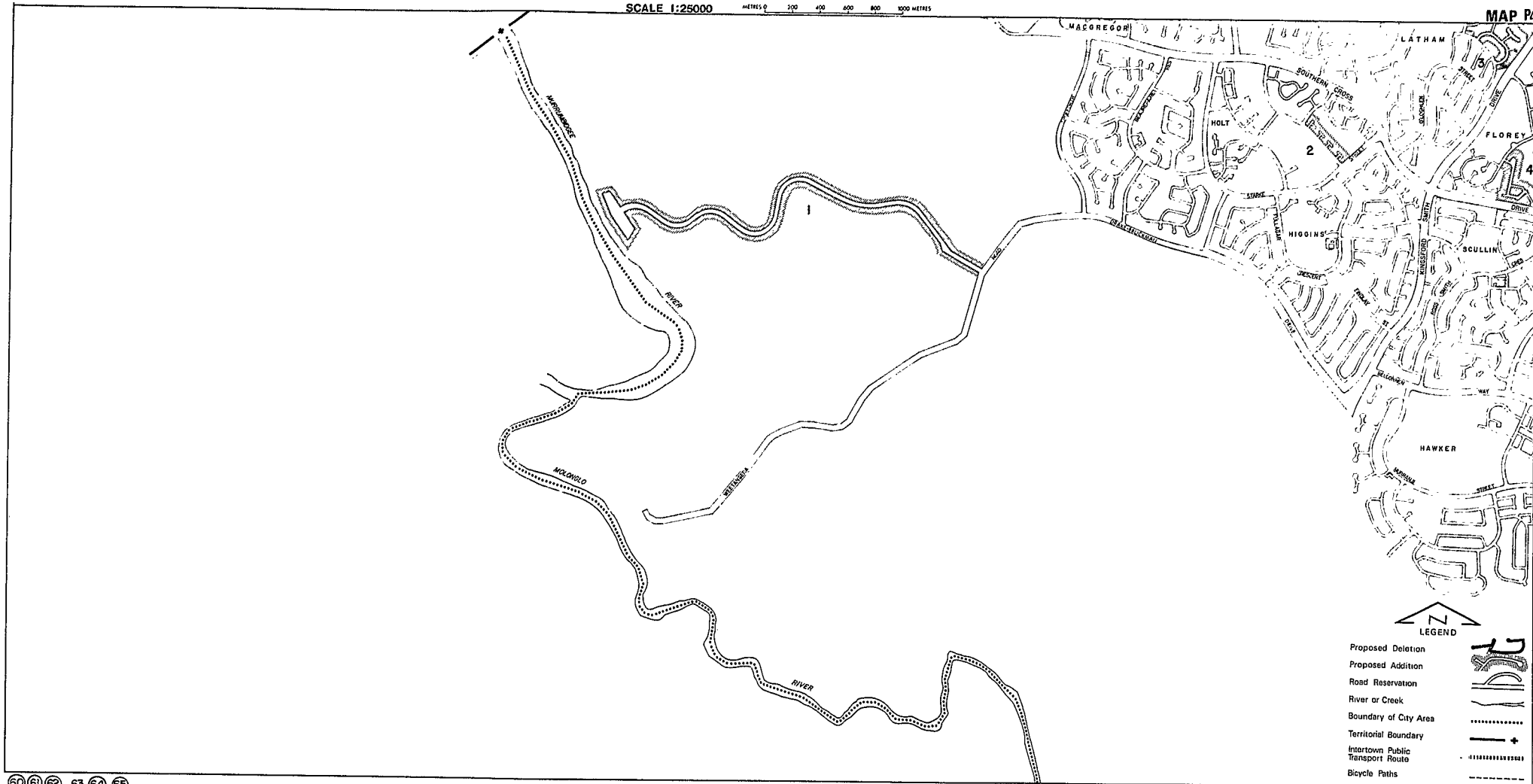
- LEGEND**
- Proposed Deletion 
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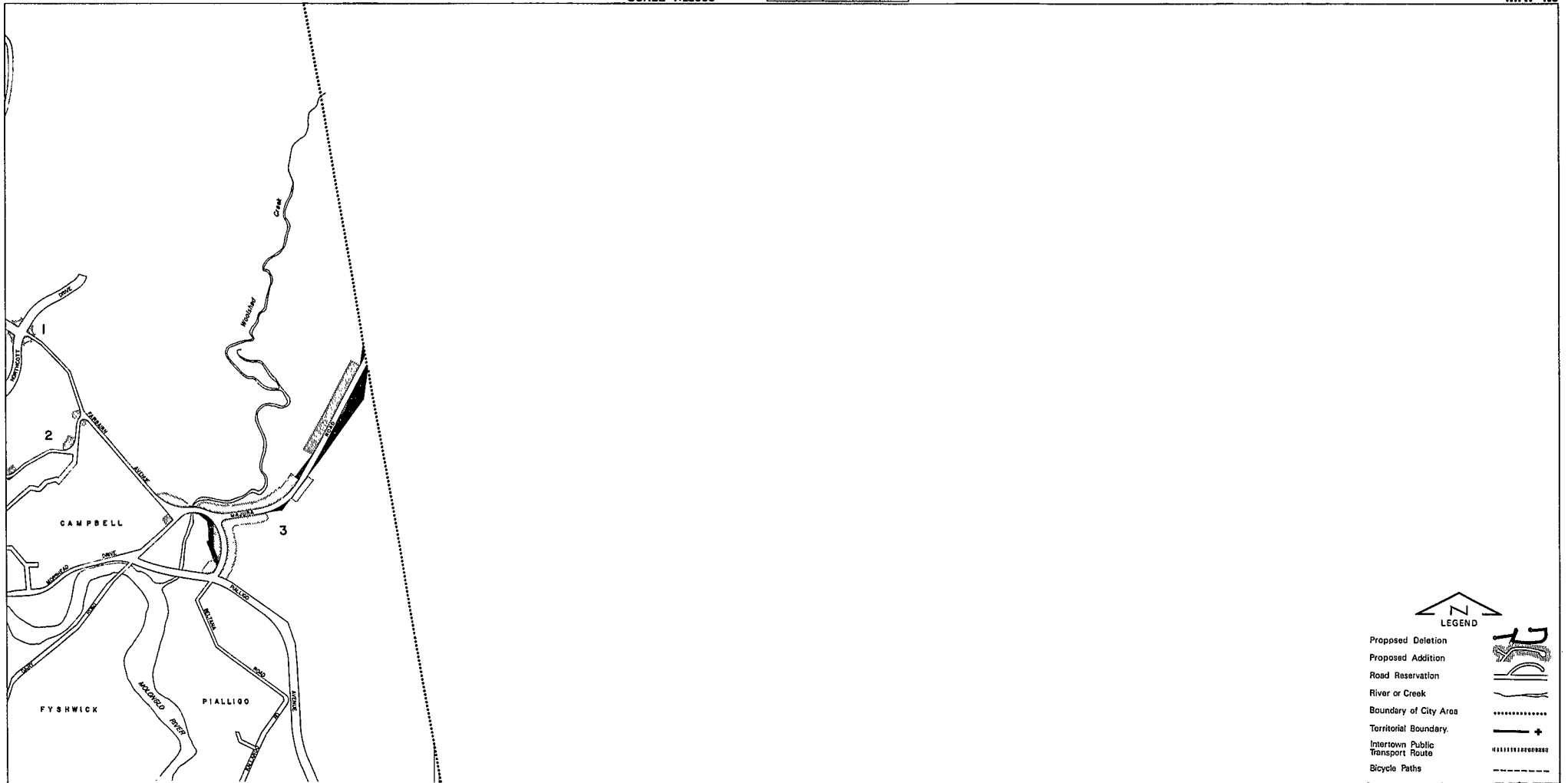
MAP P4





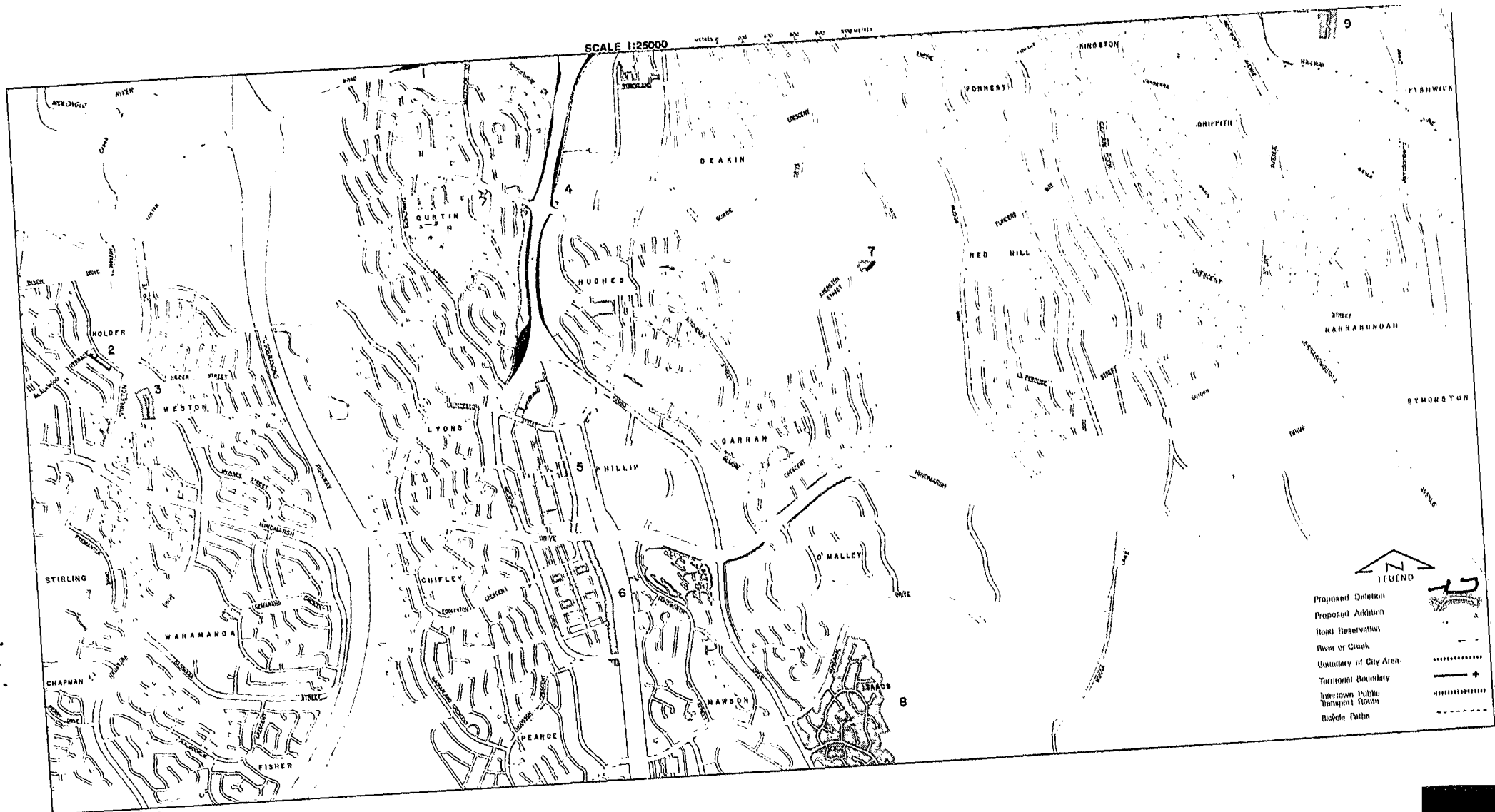






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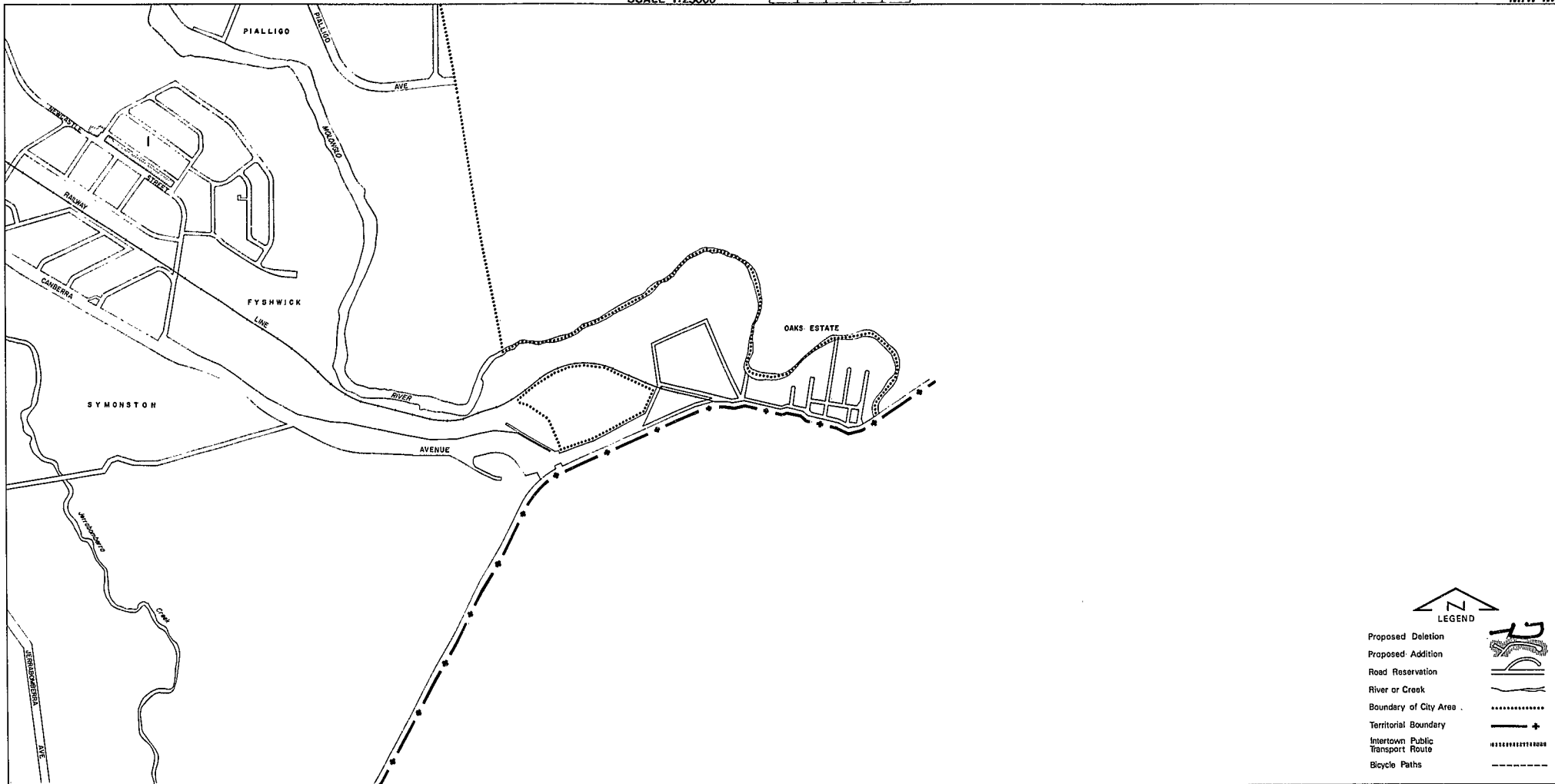
- LEGEND
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  - Proposed Addition
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  - River or Creek
  - Outsiders of City Area
  - Territorial Boundary
  - Inter-town Public Transport Route
  - Bicycle Paths



SCALE 1:25000

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MAP M6



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SCALE 1:25000

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MAP L4



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 15



LEGEND

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

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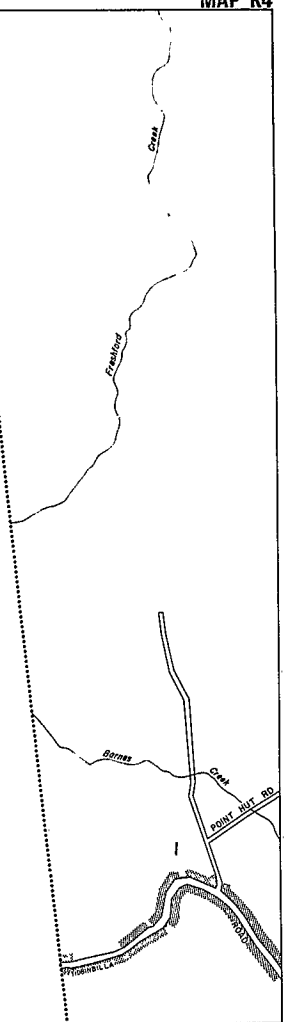
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MAP K4



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 K5



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SCALE 1:25000

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MAP J5

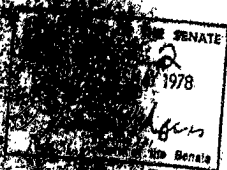


- Proposed Deletion
- Proposed Addition
- Road Reservation
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- Bicycle Paths

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TABLED TITLE  
11.5.78 255

AUSTRALIAN SENATE



# ESTIMATES COMMITTEE

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# REPORT TO THE SENATE

1978

942

ESTIMATES COMMITTEE - REPORT

(WHEN ORDERS OF THE DAY CALLED ON)

CHAIRMAN:

MR PRESIDENT,

PURSUANT TO ORDER, I BRING UP THE REPORT  
FROM ESTIMATES COMMITTEE *D* ON THE PARTICULARS OF PROPOSED  
ADDITIONAL EXPENDITURE FOR THE YEAR 1977-78, TOGETHER  
WITH THE HANSARD RECORD OF THE COMMITTEES PROCEEDINGS.

MR PRESIDENT,

I MOVE - THAT THE REPORT BE PRINTED.

*M. Mansell*