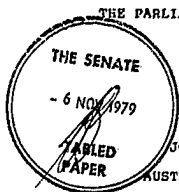


DEPARTMENT OF THE SENATE
PAPER No. 1892
DATE 6 NOV 1979
PRESENTED
[Signature]
Clerk of the Senate



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

(SIXTY-EIGHTH SERIES)

THE PARLIAMENT OF THE COMMONWEALTH OF
AUSTRALIA.

JOINT COMMITTEE ON THE
AUSTRALIAN CAPITAL TERRITORY

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THE CITY OF CANBERRA
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(SIXTY-EIGHTH SERIES).

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- APPENDIX II** List of Witnesses and objections received.
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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 in 1957 and has been re-appointed in succeeding Parliaments. Both Houses resolved to appoint a Joint Committee on the last sitting day in 1956 but time did not permit the appointment of members. 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 19 November, 1925, as previously modified or varied, which are referred to the Committee by the Minister for the Capital Territory, and
- (b) examine and report on such other matters relating to the Australian Capital Territory as may be referred to the Committee -
 - (i) by the Minister for the Capital Territory, or
 - (ii) by resolution of either House of the Parliament.

MEMBERSHIP 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 P.F. Bergin.

RECOMMENDATIONS

The Committee recommends approval of the following items in the 68th Series of Variations:

- Item 1 - Belconnen, Section 6
- Item 2 - Belconnen, Section 54
- Item 5 - Belconnen, Aikman Drive
- Item 6 - Cook, Cycle Path
- Item 7 - Bruce, Cycle Path
- Item 8 - Bruce, Kaleen Cycle Path
- Item 10 - Lyneham, Section 58
- Item 11 - Belconnen, Weston Creek Districts - Copins Crossing
- Item 12 - City, Section 5
- Item 13 - City, Section 32
- Item 14 - Yarralumla, Cycle Path
- Item 15 - Deakin, Section 68
- Item 16 - Garran, Section 34
- Item 17 - Chifley, Mount Taylor
- Item 18 - Kambah, Section 115

The Committee does not recommend approval of Items 3 and 4 which concern Belconnen Sections 54, 55 and 65.

The Committee recommends that the Minister for the Capital Territory:

- (a) immediately undertake a review of the Canberra Commercial Development Authority's claim to an option on the western portion of Section 54, Belconnen to assess the nature of any option that might exist, and the precise area involved, and
- (b) inform this Committee of the outcome.

The Committee also recommends that:

- (a) the preparation of a comprehensive management plan for the Belconnen Town Centre be expedited, and
- (b) no further decisions be taken with respect to the development of Section 54 of the Town Centre until this is done (with the exception of the Library).

Introduction

1. In the Commonwealth of Australia Gazette of 8 October 1979, the Minister for the Capital Territory, the Hon. R.J. Ellicott, Q.C., M.P., pursuant to the powers conferred on him by section 12A of the Seat of Government Administration Act 1910, notified his intention to vary the plan of lay-out of the City of Canberra and its environs. Members of the public were invited 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.

2. As part of its policy to stimulate public interest in and discussion on the proposals, the Department of the Capital Territory (DCT) advertised the variations in the Canberra Times on ten occasions between 9 and 28 October 1979. Displays showing each of the proposals were arranged by the DCT at the Belconnen Mall, Monaro Mall, Dickson Library, Woden Plaza, Cooleman Court and the Wanniasa Shopping Centre.

3. On 8 October 1979, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, 18 separate items contained in the Minister's proposals, and designated the 68th Series, were formally referred by the Minister for investigation and report. The Minister's letter referring these proposals for the Committee's consideration is at Appendix I.

4. The Committee, in keeping with the practice established in the 30th Parliament, held a public hearing on the proposals on 31 October 1979. Some 17 witnesses representing 8 organisations and individuals appeared at the hearings. A list of the witnesses who appeared before the

Committee is at Appendix II. The transcript of evidence given at those hearings will be available for inspection at the Committee Office of the House of Representatives or at the National Library. Appendix II also lists those persons or organisations that lodged objections but were not called to give public evidence.

5. The Committee is conscious of the role of the A.C.T. House of Assembly as representing the views of citizens of the A.C.T. In its report on the 67th Series the Committee stated:

The Committee intends to follow the procedure of taking into account the Assembly's views on proposed variations in its future consideration of changes to the plan of layout of the City of Canberra and its environs.

Mr P. Whalan, Chairman of the House of Assembly Committee on Finance appeared before this Committee and the report of the House of Assembly Committee on this Series of Variations was incorporated in the transcript of evidence.

6. This Committee's report is arranged in two parts. Part 1 deals with those variations on which objections were not received. Part 2 deals with the variations to which objections were made.

7. Pedal Power A.C.T. Inc. (Pedal Power) objected to Variations 6, 8 and 14. The Canberra Revival Centre objected to Variations 3 and 4 and the Canberra Commercial Development Authority objected to Variation 3 in the Belconnen Town Centre. Five objections, including one from

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1. Australia. Parliamentary 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 (Sixty-Seventh Series), p. 2.

the Chifley/Mt Taylor Residents Association, were received to Variation 17. The Committee also received objections to variations Item 9 and 11 from private citizens. However, Item 9 was later withdrawn by the authorities for further consideration.

8. The DCT and NCDC supplied jointly prepared briefing notes which set out the background to each variation. These briefing notes form Appendix III. The Gazette notifying the variations and including detailed maps forms Appendix IV. 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 and the transcript of evidence.

PART 1

Variation 1: Belconnen, Section 6

9. The variation is to ensure that land underneath an existing 11KV electricity line remains under the control of the Commonwealth. Such control is considered necessary for safety and maintenance purposes.

The Committee approves the variation.

Variation 2: Belconnen, Section 54

10. This involves the degazettal of an area of the Belconnen Bus Interchange and the adjacent public transport route. The particular area is no longer required for future expansion. It will now be included in sites available for other development.

The Committee approves the variation.

Variation 5: Belconnen, Aikman Drive

11. Construction of this road will allow access to the south-eastern foreshores of Lake Ginninderra and the Town Park. It is expected that this will relieve the pressure on existing parking and picnic facilities in other areas around the lake. Car parking for up to forty cars is to be provided close to the existing beach and to proposed picnic and barbecue facilities.

The Committee approves the variation.

Variation 7: Bruce, Cycle Path

12. Pedal Power support this variation which provides for a cycle path to connect the existing cycle path at Haydon Drive with the Canberra College of Advanced Education.

The Committee approves the variation.

Variation 10: Lyneham, Section 58

13. A new alignment of the Dickson-City Cycle Path will result from this variation. It will also allow the development of a site for medium density housing. The development will consist of approximately fifty, 4-storey units and flats. Pedal Power has no objection to the route since it is, in their opinion, "a trivial alteration".

The Committee approves the variation.

Variation 12: City, Section 5

14. Provision of further commercial sites will result from this variation. The proposal is for commercial office buildings between four and eight storeys high with frontage to Marcus Clarke Street, London Circuit and the proposed new road.

15. The development will accommodate some of the essential car parking associated with the development and an existing temporary surface car park will be extended to accommodate the increased demand for land development in the vicinity. The Committee is however, concerned about the future parking provisions in the area. The Committee would hope that the future development of the area will include car parking and access to car parking underneath buildings

as an integral part and that there be a pedestrian open area as well. The Committee is also concerned that the differing ground levels between existing and future developments should allow for sufficient pedestrian access between the two areas.

The Committee approves the variation.

Variation 13: City, Section 32

16. The gazetted width of Alinga Street will be increased as a result of this variation. The Alinga Street reservation was reduced in the 64th Series to accommodate particular design requirements for a proposed new post office. This is no longer required as the section is to be developed as the City Tourist Centre. Included in the Centre will be an Interstate Tourist Coach Station, the A.C.T. Tourist Bureau, the City Post Office and other commercial facilities. This variation will ensure that there is proper and legal access to the development from Alinga Street.

The Committee approves the variation.

Variation 15: Deakin, Section 68

17. A reduction in the gazetted width of King Street, Deakin will result from this variation. It will rectify an existing encroachment and thus allow the leasing of the Deakin Pool to a private operator.

The Committee approves the variation.

Variation 16: Garran, Section 34

18. The existing gazetted boundary of Garran Place will be modified to give legal access to a block. The block is to be developed as suites for medical, dental or veterinary services. The Committee does not object to the variation but is concerned about the possible use of the site for veterinary purposes. Such a use could disrupt the local residential environment should a veterinary hospital be located on the site. The Committee would not support the establishment of a veterinary hospital on the site but the Committee believes that if a veterinary hospital is to be located there, this should not be done without consultation with local residents and businesses.

The Committee approves the variation.

Variation 18: Kambah, Section 115

19. This proposal was rejected by the Committee in its previous report because there was an error in the gazettal notice. The Committee recommended that to avoid possible confusion the variation be again gazetted.

The Committee approves the variation.

PART 2

Variations 3 and 4: Belconnen Sections 54, 55 and 65

20. Both variations concern the development of the Belconnen Town Centre. Variation 3 involves the addition of a new access road off Benjamin Way, deletions and modifications of previously gazetted road layout and the addition of a short cul-de-sac off Chandler Street. It is proposed that Section 54 be developed for community, recreational and commercial uses. Variation 4 will provide rear access to proposed mixed commercial sites fronting an existing pedestrian route on Sections 55 and 65.

21. The House of Assembly in its report on this series of variations recommended that no variations to the Belconnen Town Centre take place until a land use management plan for the area had been completed and then approved by all relevant authorities.

22. The Canberra Revival Centre also objected to the proposals and claimed that the areas served by the proposed roads are subject to planning review. They believed that the proposed changes would adversely affect the viability of their project. The Centre did not, however, object to the rear access to the Town Centre Library, nor to the three commercial sites on Section 54.

23. The Canberra Commercial Development Authority claimed that it had an option to undertake retail and community facility development on the whole of the western portion of Section 54. The Authority therefore objected to the variation on the grounds that the proposed access roads and the underlying concept are contrary to the usage of the area as envisaged under the option. To support the claim the Authority tendered a number of letters it had received

from the then Minister for the Capital Territory, the National Capital Development Commission and the Department of the Capital Territory between October 1975 and September 1976.

24. The Committee was later provided with a letter from the then Minister for the Capital Territory the Hon. A.A. Staley to the Chairman of the Authority, Mr J.H. Pead, M.B.E., dated 15 June 1977. In that letter the Minister advised "that the option of your development of Stage 2 is unlikely to be available for some years".

25. During the hearing NCDC withdrew the cul-de-sac off Chandler Street into Section 54 from Variation 3.

26. The Committee has taken into consideration the report of the House of Assembly concerning the lack of a land use management plan for the area. NCDC informed the Committee that a management plan for the Belconnen Town Centre was being prepared and would be delivered to the printer in about December 1979. Before approving of Variations 3 and 4 the Committee wishes to see the management plan for the whole area and be further informed on agreements with the Canberra Commercial Development Authority and Canberra Revival Centre.

27. The Committee is most concerned at the proposed changes in planning for the Belconnen Town Centre and the apparent confusion and uncertainty which this has created. This is particularly so in view of what seems to be a lack of effective communication between some of the major parties involved including the Department, the Commission and the Canberra Commercial Development Authority. The Committee believes that the Department and the Commission should ensure that there are close consultations with all concerned.

28. The first step should be clarification of the Canberra Commercial Development Authority's claim to an option on the western portion of Section 54. The Committee recommends that the Minister for the Capital Territory immediately undertake a review of this matter to assess the nature of any option that might exist, and the precise area involved, and inform this Committee of the outcome. The Committee also recommends that the preparation of a comprehensive management plan for the Belconnen Town Centre be expedited and that no further decisions be taken with respect to the development of Section 54 of the Town Centre until this is done (with the exception of the Library). In addition, the Committee stresses that this should be done in close consultation with those involved in the development of the Town Centre. The Committee again emphasises its concern and dissatisfaction with the way in which planning for the development of the Belconnen Town Centre is proceeding.

The Committee does not therefore approve of the variations at this time.

Variation 6: Cook, Cycle Path

29. The variation involves the addition to the plan of a cycle path from Lyttleton Crescent, Cook to Bindubi Street. This will join the cycle path already gazetted from the Glenloch Interchange area.

30. Pedal Power has no major objections to part of the path but suggested that consideration be given to exchanging the equestrian and cycle path underpasses to give improved sightlines to cyclists. Pedal Power also suggested the installation of ramps on both sides of Bindubi Street to allow cyclists access. The issue of the underpasses was raised with the representatives of the National Capital

Development Commission. There would be practical difficulties and additional costs involved in changing the underpasses at this stage. The Committee does not believe such a change is warranted.

The Committee approves the variation.

Variation 8: Bruce, Kaleen, Cycle Path

31. A further extension of the Metropolitan Bicycle Path Network will result from this variation. It runs from the existing Belconnen bicycle path to Kaleen. It would also serve the National Athletics Stadium.

32. The proposal was objected to by Pedal Power who referred to their own proposal for a more direct route. The Pedal Power proposal included a spur line to the National Athletics Stadium. There was also concern about the need for two road crossings. As with the other objections these were raised with the National Capital Development Commission and the Committee is concerned about the indirect nature of the route. In view of future proposed developments in the area and assurances from the National Capital Development Commission that potential problems in low-lying wet areas can be overcome, the Committee accepts the variation. This is subject to the qualification that some changes to the route of the path may be required when the exact location of the proposed indoor recreation centre is decided. At that time the alignment proposed by Pedal Power should be re-examined.

The Committee approves the variation.

Variation 9: Kaleen, Section 60

33. The variation was for a modification of Tyrell Circuit to provide a bus turnaround. An objection was submitted. At the hearing the Committee was advised that the variation was to be withdrawn from the current series for reconsideration.

Variation 11: Belconnen, Weston Creek Districts, Coppins Crossing

34. The road reservation of Coppins Crossing Road at Coppins Crossing is to be widened to improve two way traffic. The level of the crossing will also be raised approximately 2 metres from its present level. This will reduce the frequency of the road being closed by flooding from 35 days per year at present to 5 days per year on average.

35. An objection was received from Mr J. Lindsay of Duffy that traffic along Coppins Crossing Road had increased substantially since being sealed and that much of the traffic found its way onto Eucumbene Drive, Duffy and Heysen Street, Weston.

36. In its Report on the 63rd Series, which included variations to enable the sealing of the road, the Committee recommended that "the relevant authorities carefully monitor traffic flows on the upgraded road in order to take immediate steps should there be indications of unexpected heavy use or concern at safety aspects of the road".² The Committee reminds the relevant authorities of that recommendation.

The Committee approves the variation.

2. Parliamentary Paper 80/1977, p. 8.

Variation 14: Yarralumla, Cycle Path

37. This variation is for the modification of the previously gazetted alignment for a section of the City to Woden Trunk Cycleway between Lotus Bay and Yarralumla Bay. The proposed cycleway will add an additional 330 metres to the length of the cycleway. However, NCDC considered it would give better access to existing recreation areas as well as having gentler gradients.

38. Objections were received from Pedal Power and Mr P. Leyshon both of whom were concerned about the additional length of the cycleway. Pedal Power also considered that the proposed route has serious disadvantages for the commuter cyclist particularly since it introduced a much more circuitous route with a number of bad features, the most noticeable of which are the small curve radii.

39. The Committee is aware of the difficulties in having to provide for both the commuter and recreational cyclist, particularly in areas such as that involved in this variation. In this instance the Committee can appreciate the benefits to the recreational cyclist but there are also disadvantages to the commuter cyclist who may choose the more direct route, i.e. the roadway. The Committee intends to approve of this variation but notes that evidence submitted by Pedal Power indicated that the cycle path through Yarralumla was far from ideal for commuter cyclists. Continuing attention needs to be given to the requirements of commuter, as well as recreational, cyclists in the planning of the cycleway network.

The Committee approves the variation.

Variation 17: Chifley, Mount Taylor

40. The sealed access road to the area west of Chifley from Waldock Street is part of the proposed landscaped development for the northern slopes of Mount Taylor. The road will be the primary access for service vehicles and for

people seeking access for recreation. It was claimed that with the removal of informal access from other cul-de-sacs in Chifley the management and amenity of the area would be greatly improved.

41. A site on the ridge will provide parking for 30 cars as well as barbecues and picnic facilities. The site would have the advantage of views across the valley and would allow easier pedestrian access to the top of Mount Taylor. The road is to be designed as a low speed recreation road.

42. The Chifley/Mt Taylor Residents Association was involved from an early stage in the project but lodged an objection with the Committee claiming that the proposed road is at an insufficient distance from the residential area and that it would adversely affect the quiet, tranquil nature of the cul-de-sac locations. The Residents Association suggested that a more acceptable proposal would be feasible. It referred to an earlier proposal where the road to the proposed car park would be closer to the Tuggeranong Parkway. It was suggested that this would protect the amenity of the local residents. The Committee was advised that this proposal raised problems of A.C.T. Electricity Authority easements.

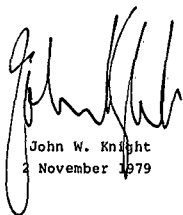
43. There were a number of other objections received from private citizens and the Committee is conscious of the need to protect Mount Taylor from undue development. However, the proposed road does not go to the top of the mountain and may well reduce the present uncontrolled intrusion on the mountain. The facility would probably be used mainly by local residents and the Committee considers that it would enhance rather than detract from the nearby residential development.

The Committee therefore approves the variation.

Conclusion

44. In this report the Committee has considered the proposed variations to the plan of layout of the City of Canberra. It was particularly concerned with the timing of the gazettal of the variations particularly since the Committee has had to present this report within a week of the public hearing on the gazettals and this hearing was held only two days after the time for lodging objections had elapsed.

45. The Committee has in the past expressed its concern about the time available to it to consider variations and yet at the same time ensure that it does not unnecessarily hold up work. It expects that these comments will be noted and acted upon by the relevant authorities.



John W. Knight
2 November 1979



COMMONWEALTH OF AUSTRALIA

APPENDIX I

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

My dear Senator,

8 OCT 1979

On 5 October 1979 a notice of intention to vary the plan of layout of the City of Canberra and its environs will be published in the Gazette.

Wide publicity will be given to the proposals, which represent the 68th series of variations to the plan, and public reaction to the intended changes will be sought.

In accordance with the provisions of para 1(a) of the Committee's instrument of appointment, I now formally refer the proposals to the Committee for investigation and report. Detailed briefing material and all public submissions will be forwarded to the Committee as soon as possible.

Whilst it is always the intention to gazette proposed variations as early as possible in each Parliamentary session, the resolution of some matters relating to this series of variations has delayed publication on this occasion. I trust that this will not seriously inconvenience the Committee in its consideration of the proposals.

In its report on the 67th series of variations, the Committee requested that the remainder of the Yarralumla Tourist road be included in this series of variations. Unfortunately, there has been insufficient time to complete all of the designs work and negotiations to enable inclusion in this series. I would hope that these matters will be resolved in time for inclusion in the next series. A full report to the Committee on the current status of the project will be included in the briefing notes.

Yours sincerely,

R.J. Ellicott
Minister for the Capital Territory

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

LIST OF WITNESSES

Witness

National Capital Development Commission

Mr John Wallace Nairn
First Assistant Commissioner (Engineering).

Mr Geoffrey John Campbell
First Assistant Commissioner (planning).

Department of the Capital Territory

Mr Raymond George Gallagher
Assistant Secretary (Business Leases Branch).

Mr Anthony James Barritt-Eyles
Acting Assistant Secretary (Residential Leases Branch).

Mr Kevin Raymond Black
OIC Statutory Processes (Residential Leases Branch).

A.C.T. House of Assembly

Mr Paul Russell Whalan
Chairman - Finance Committee.

Pedal Power (A.C.T.)

Mr Malcolm Woodhouse Crompton
Member.

Mr Evan Donald Tulley
Member.

Mr James Francis Lindsay
Member.

Dr Roger Graham Hourn
Physical Planning Convenor (north-side).

Canberra Commercial Development Authority

Mr Harold David Calderwood
Former Executive officer.

Mr James Harold Pead
Chairman.

Mr Patrick Martin Taylor
Executive Officer.

Canberra Revival Centre
Pastor Robert John Kirwood

Elder Robert Ian Beverley.

Chifley-Mount Taylor Residents Association
Mr George Terei
Secretary.

Mr John Rowland Allen
Member.

*Mr James Francis Lindsay, Warragamba Avenue, Duffy
Private Citizen.

Persons and organisations who made objections but did not
appear at the public hearings

Batterham family, Fisher.

Mr J. Boxall, Chifley.

Mr Leyshon, Downer.

Mr B. Morris, Chifley.

Mr P. Powles, Chifley.

S. & A. Thompson, Kaleen.

* Also appeared as a member of Pedal Power.

APPENDIX III

DEPARTMENT OF THE CAPITAL TERRITORY.
NATIONAL CAPITAL DEVELOPMENT COMMISSION.

SEAT OF GOVERNMENT (ADMINISTRATION) ACT 1910.

BRIEFING MATERIAL

PROPOSALS FOR VARIATION OF PLAN
OF LAYOUT OF THE CITY OF CANBERRA
AND ITS ENVIRONS

68th. SERIES

PREPARED FOR PARLIAMENTARY JOINT
COMMITTEE ON THE A.C.T.

CANBERRA
OCTOBER 1979

SEAT OF GOVERNMENT (ADMINISTRATION) ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA
AND ITS ENVIRONS (68TH SERIES)

These briefing notes are intended to supplement the information contained in the notice of intention to vary the plan of layout of the city of Canberra and its environs which was published in Gazette No. S200 of 8 October 1979. They have been prepared for the inquiry by the *Joint Parliamentary Committee on the Australian Capital Territory* into the 68th series of variations to the plan.

The variations were referred to the Committee by the Minister for the Capital Territory on 5 October 1979, pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 68th series of variations comprises eighteen items, 16 of which are sponsored by the National Capital Development Commission and the remaining two by the Department of the Capital Territory.

Copies of all objections and submissions received as a result of the Department's publicity of the proposals will be forwarded separately to the Committee.

PUBLIC INFORMATION

As part of its policy to stimulate public interest and discussion in the proposals, the Department advertised the variations in the Canberra Times on ten occasions between 9 and 28 October 1979.

The Department also mounted displays at the Belconnen Mall, Monaro Mall, Dickson Library, Woden Plaza, Cooleman Court and Wanniasa Shopping Centre.

The Department would again like to express its thanks to the managements of the shopping centres and to the Dickson Library for their co-operation in making space available for the displays.

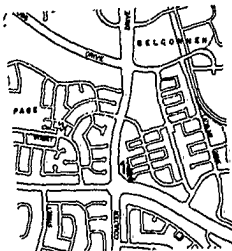
NOTE ON THE 67TH SERIES OF VARIATIONS

On 9 May 1979, the Committee reported to Parliament on its findings on the 67th series of variations which were notified in Gazette No S44 on 6 March 1979.

The Committee recommended that nine of the thirteen variations be approved; that one not be approved; and that two be approved with partial modifications.

The Committee's recommendations were acceptable and the Minister's formal notice of variation (which reflected the notice of intention with the changes recommended by the Committee) was signed on 21 May 1979 and tabled in both Houses of the Parliament.

VARIATION 1—(MAP P3):
BELCONNEN, Section 6: Minor modifications to the
road reservations of Oatley Circuit and Mooray
Place to provide a reservation for services and lease
access.



VARIATION 1

MAP P5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION
BELCONNEN SECTION 6

OATLEY COURT AND MOUBRAY PLACE EXTENSIONS

1. PURPOSE

To accommodate an existing 11KV electricity line within the Belconnen Service Trades Area on land which will remain under the control of the Commonwealth for safety and maintenance purposes.

2. LENGTH

A six metre extension to Moubray Place and a six metre extension to the south west corner of Oatley Court.

3. COST

Nil.

4. EXISTING DEVELOPMENT

The proposed extensions are located in an area where there is no existing development other than roads and site servicing.

5. PROPOSED DEVELOPMENT

The ACT Electricity Authorities policy for high voltage power lines is to have them located on Commonwealth land. The proposed extensions will allow legal access to section 6 to be retained and it therefore preserves maximum opportunities for the future subdivision and function of this section for service trades uses.

7. ENVIRONMENTAL CONSIDERATIONS

In opening up further areas for recreation the development will assist in relieving the already considerable pressure being placed on the northwest parklands.

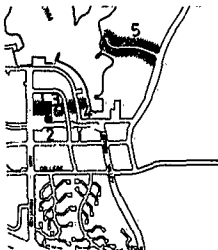
The roadway will formalise access to the east side of the lake and reduce informal use. Further development of the parklands will assist in the management and maintenance of the area.

8. PUBLIC INFORMATION/CONSULTATIONS

The proposals were discussed at a meeting with the Ginninderra Community Council on 17 May 1979. The Council accepted the need for increased accessibility to this part of the lake but were concerned about the proximity of the car park to the waters edge. It was explained to the Council that this was a specific design intent in order to use the existing trees to screen the car park from other parts of the lake.

VARIATION 2--(MAP P5):

BELCONNEN, Section 54: Deletion from the plan of a portion of the bus interchange reservation which is no longer required for bus operations.



VARIATION 2
MAP P5

BELCONNEN BUS INTERCHANGE

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

1. PURPOSE

To degazette an area of the Belconnen Bus Interchange and IPT route adjacent to Section 54 Belconnen. The area is no longer required for future expansion of the interchange and will be incorporated into development proposals for Section 54.

2. AREA

The area affected is 2300 m² approx.

3. ESTIMATED COST

Nil.

4. EXISTING DEVELOPMENT

The site is within the Bus Interchange and IPT Route gazetted in the 62nd series (November 1976) and 63rd series (May 1977) respectively. It is immediately adjacent to the southern boundary of Section 54.

The area is currently vacant. Basic landscaping was undertaken during construction of the interchange to consolidate the site prior to future development.

5. PROPOSED DEVELOPMENT

The area for degazettal will be included in sites available for mixed commercial development, consistent with revised NCDC planning proposals for Section 54 Belconnen.

6. PARTICULAR PLANNING CONSIDERATIONS

DCT has acknowledged that the area is no longer required for future use as part of the bus interchange. This follows agreement reached in June 1979 between the DCT and NCDC concerning accommodation of future bus station requirements within the existing gazetted boundary of the bus interchange.

7. ENVIRONMENTAL CONSIDERATIONS

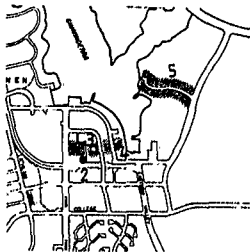
There will be no effect on the existing environment.

8. PUBLIC INFORMATION/CONSULTATION

DCT have agreed that the area is not required for the bus interchange.

VARIATION 3—(MAP F5):

MELCONNEN, Section 54: Addition to the plan of a new access road off Benjamin Way together with the deletion or modification of sections of the previously gazetted road layout, and addition of a short cul-de-sac off Chandler Street. Section 54 is intended to provide sites for community, recreational and commercial developments.



VARIATION 3

MAP P5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

SECTION 54 BELCONNEN TOWN CENTRE : ACCESS ROADS

1. PURPOSE

- (a) to provide rear service access off Benjamin Way to the town centre library and three commercial sites on Section 54 Belconnen.
- (b) to provide an address court and service access off Chandler Street (east) to three commercial sites.
- (c) to degazette part of an existing gazetted access road off Chandler Street (north) no longer required under revised plans for the Section.

2. LENGTH

- (a) length of proposed road for gazettal is 230 m.
- (b) length of proposed address court is 60 m.
- (c) length of proposed road for degazettal is 130 m.

3. ESTIMATED COSTS

Estimated costs of the three proposals is as follows:

- (a) Loop road - \$50,000.
- (b) Address Court - \$30,000 (excluding final pavement treatment).
- (c) Nil.

4. EXISTING DEVELOPMENT

Section 54 is located immediately north of Belconnen Bus Interchange and is bounded on the west by Benjamin Way and on the north and east by Chandler Street.

At present the only development on this Section is the Canberra Revival Centre located in the north-east corner.

5. PROPOSED DEVELOPMENT

Section 54 will be progressively developed as an integral part of the town centre for offices, expansion of major retail facilities, indoor recreation, community uses, parking and pedestrian areas.

The Commission has identified a site for the BTC Library on Section 54 and proposes to commence construction on this site and an adjacent pedestrian plaza during 1980.

Negotiations on sites for commercial and recreation facilities will proceed in the immediate future.

The access road off Benjamin Way will permit two way traffic circulation and will service the Library as well as adjacent commercial releases and parking areas.

The cul-de-sac off Chandler Street (east) will function as both a service access and address court to adjacent commercial developments. A turning circle will be provided at the western end.

A cul-de-sac (road HGG) off Chandler Street (north) was gazetted in 1976 but has not been constructed. Degazettal is now sought for part of this road because of detailed changed to planning intentions on this Section.

6. PARTICULAR PLANNING CONSIDERATIONS

Construction of access road and address court is necessary to provide adequate access to development sites on this Section. The proposed degazettal action will enable more flexibility in release of development sites and avoids vehicular traffic with a planned pedestrian route from the Library to Belconnen Retail Mall.

7. ENVIRONMENTAL CONSIDERATIONS

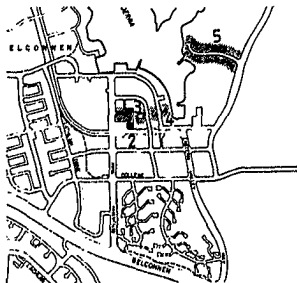
This proposal will enhance the functional environment of the developing Belconnen Town Centre.

8. PUBLIC INFORMATION

DCT have agreed to the access road off Benjamin Way and will formally discuss proposals with the Minister and CCDA during August. The access road has been discussed with the Canberra Public Library Service and the Canberra Revival Centre. The Canberra Public Library Service have generally agreed with the proposal however, the Canberra Revival Centre strongly oppose any change to the original land use plan, but have not specifically raised objections to the road proposals. Service has been guaranteed to the Library from the western side of the building.

The address court off Chandler Street has been supported by DCT and the Canberra Public Library Service. The Canberra Revival Centre objects to the proposal.

VARIATION 4—(MAP P3):
BELCONNEN, Sections 55, 65: Addition to the plan
of two cul-de-sac off Emu Bank to serve proposed
commercial sites.



**VARIATION 4
MAP P5**

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

SECTION 55 AND 65 BELCONNEN TOWN CENTRE : SERVICE ACCESS ROADS

1. PURPOSE

To provide rear access to mixed commercial sites fronting an existing east-west pedestrian route on Sections 55 and 65.

2. LENGTH

- (a) length of road on Section 55 is 40 m.
- (b) length of road on Section 65 is 50 m.

3. ESTIMATED COSTS

- (a) cost of road on Section 55 is \$40,000.
- (b) cost of road on Section 65 is \$40,000.

4. EXISTING DEVELOPMENT

Section 55 Belconnen is bounded on the west by Chandler Street and Benjamin Way on the north and east by Emu Bank and to the south by the Belconnen Bus Interchange.

Section 65 is bounded by Emu Bank to the west and south and by Lake Ginninderra to the east and north.

At present, development on Section 55 is confined to a temporary bitumen pedestrian link from CCAE and YMCA to the Mall.

Section 65 contains the YMCA and minor pedestrian paths, a footbridge and small carpark, as well as initial landscaping in the Town Park. Additional minor works and lakeshore landscape works are under construction.

5. PROPOSED DEVELOPMENT

A two lane cul-de-sac is proposed for Sections 55 and 65. Both roads will provide rear access to commercial sites on the southern side of an upgraded pedestrian route from the YMCA to the Library and Belconnen Mall. In both cases the culs-de-sac can be extended in a southerly direction at a later stage, providing access to proposed residential development.

Both roads will be located off Emu Bank and will enable the normal service requirements of these sites to be met.

6. PARTICULAR PLANNING CONSIDERATIONS

Construction of the proposed roads will enable early release of commercial sites along the east-west pedestrian route for the provision of club sites, small office accommodation, fast food outlets and restaurants. Development of these sites will support the build-up of activities in close proximity to the Library and Revival Centre on Section 54 Belconnen.

7. ENVIRONMENTAL CONSIDERATIONS

Site releases will be kept to a minimum of 5 m from the edge of Lake Ginninderra. Surface water runoff is to be handled comprehensively to ensure protection of natural environment of Lake Ginninderra.

8. PUBLIC INFORMATION

Section 55

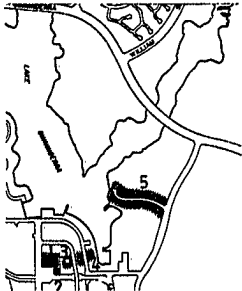
The proposal has been agreed to by DCT and the Canberra Public Library Service. The Canberra Revival Centre object to any change to the original plan.

Section 65

The proposal has DCT support and will facilitate commercial/entertainment releases consistent with plans published by NCDC over recent years.

VARIATION 5—(MAP F3):

BELCONNEN: Addition to the plan of an access road off Alkman Drive to permit further development of the parklands adjacent to Lake Cluninderra.



VARIATION 5

MAP P5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

LAKE GINNINDERRA PARKLANDS - ACCESS FROM AIKMAN DRIVE

1. PURPOSE

Lake Ginninderra and environs are an important landscape and recreational focus for Belconnen. The area is becoming increasingly popular throughout the year and is now the venue for a wide range of recreational pursuits.

Recreation trails have been constructed to provide access for pedestrians and cyclists to most areas of the parklands. However, formal access for cars has been restricted to the existing gravel car parks in the north west parklands. The road and car parks are subjected to capacity use in peak periods with the result that cars are parking "illegally" on the verges of the access road from Joynton Smith Drive.

The construction of a road from Aikman Drive will provide access to the south eastern foreshores of the Lake and the Town Park. This will relieve the pressure on existing parking and picnic facilities in the North west parklands and will allow the recreation potential of the Town Park to be more fully utilised.

2. LENGTH

The road is 400 m long.

3. COST

The estimated cost of the road is \$40,000.

4. EXISTING DEVELOPMENT

The Town Park is currently being developed to the south of the proposed access road. It is well vegetated and has a number of facilities including a fitness track, beach and toilet block. Extensive planting has been undertaken and the grass areas upgraded.

A recreation trail has recently been constructed through the Town Park which continues around the Lake foreshore to the town centre and western parklands.

5. PROPOSED DEVELOPMENT

A sealed road will be constructed from Aikman Drive, where an existing stub intersection has been constructed, in a westerly direction to within forty (40) metres of the lake edge. Car parking for up to forty (40) cars will be provided close to the existing beach and proposed picnic and barbecue facilities.

Use has been made of existing tree plantations to screen the cars from the town centre side of the lake, additional planting will be undertaken to assist in assimilating the development into the area and provide an enhanced parkland appearance.

Fencing and log barriers will be provided to prevent vehicular trespass to other parts of the lake and to assist in management of the area.

6. PARTICULAR PLANNING CONSIDERATIONS

The road has been designed as a low speed recreation road with parking provision at the western end. Particular care has been taken in locating the road to take advantage of existing topography and vegetation and hence minimize the impact of the road from the opposite side of the lake.

The proposal is in general agreement with the findings of the Joint Parliamentary Committee on the ACT in that additional recreational opportunities are being provided around the lake. In particular access is being provided to the Town Park and eastern lake foreshore.

Provision is being made within the gazetted boundary for a bus turn around to be constructed at a later date should such a demand occur.

An existing 11KV electricity line which crosses the alignment of the proposed access road will be undergrounded by ACTEA between November and February. If the construction of the road precedes undergrounding of the 11KV line it will be necessary to temporarily relocate two wooden power poles.

6. PARTICULAR PLANNING CONSIDERATIONS

The proposed extensions will be available for a feeder pedestrian/bicycle link to be constructed from the trunk route along Belconnen Way into the Belconnen Service Trades Area.

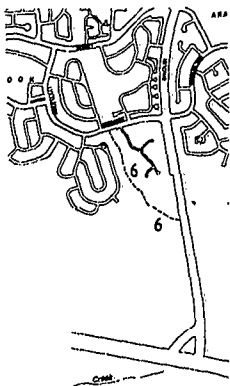
7. ENVIRONMENTAL CONSIDERATIONS

There will be no adverse effect on the existing environment.

8. PUBLIC INFORMATION/CONSULTATION

The blocks in this area are not as yet occupied. Because of the minor nature of the gazettal alteration the need for Public Consultation did not appear necessary.

VARIATION 6--(MAPS P5 & N5):
COOK: Addition to the plan of a cycle path from
Lyttelton Crescent to Madinet Street.



VARIATION 6
MAPS P5 AND N5
SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

LYTTLETON CRESCENT TO BINDUBI STREET CYCLEPATH

1. PURPOSE

To gazette the alignment of the proposed cyclepath between Lyttleton Crescent, Cook, and the underpass being constructed beneath the Bindubi Street Extension.

2. LENGTH

1 km.

3. ESTIMATE

\$25,000.

4. EXISTING DEVELOPMENT

The alignment passes along a drainage easement between Cook and the Cook Aranda Housing Co-operative development before proceeding south into the Glenloch rural lease, adjacent to the Cook Horse Agistment paddock.

5. PROPOSED DEVELOPMENT

The Section of the Glenloch rural lease through which the path passes is to be withdrawn and become an open space/soil conservation area.

6. PARTICULAR PLANNING CONSIDERATIONS.

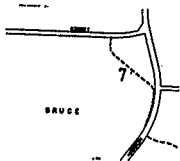
Relationship of path to topography and residential development.

7. PUBLIC INFORMATION

Pedal Power has been consulted on the location of the path. Pedal Power accepted the proposed alignment given the constraints of adjacent leased land.

VARIATION 7—(MAP 95):

BRUCE: Addition to the plan of a cycle path from the Canberra College of Advanced Education to connect with the existing path at Hayden Drive.



VARIATION 7

MAP P5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

BICYCLE PATH - HAYDON DRIVE TO CANBERRA

COLLEGE OF ADVANCED EDUCATION

1. PURPOSE

To provide an extension of the Metropolitan Bicycle Path Network to the Canberra College of Advanced Education. The extension will provide a safe link to and from the College and will avoid the necessity for cyclists to use Haydon Drive arterial road with the dangers inherent in such use.

2. ESTIMATED COST

The estimated cost of this bicycle path is \$38,000.00.

3. EXISTING DEVELOPMENT

The proposed bicycle path will initially run parallel to Haydon Drive from its point of connection into the existing Belconnen bicycle path on the Western side of Haydon Drive.

4. INTENDED DEVELOPMENT

It will then travel north - west away from Haydon Drive and will traverse open country, which is ultimately planned for residential development under Commission Policy Plan AP 168, until it reaches College Street; it will then cross College Street and connect into the internal College paths system.

5. PARTICULAR PLANNING CONSIDERATIONS

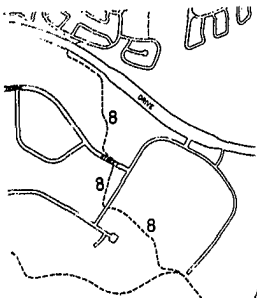
In planning and designing this bicycle path particular attention has been given to drainage to protect the path against overflow, ponding and silting. This is necessary in view of the topography of the ground which slopes towards the alignment of the path from the south - west over most of its length and includes several natural drainage gullies.

6. PUBLIC INFORMATION/CONSULTATION

Pedal Power A.C.T. Inc. has been consulted and their views taken into account during the Planning and design of the path. Pedal Power supports its construction as does the Canberra College of Advanced Education Cycling Club.

VARIATION #--(MAP P5):

BRUCT, KALIEEN: Addition to the plan of a cycle path extending from the existing Belconnen-City Path to the Kaleen-Citralang Path via Bruce.



VARIATION 8

MAP P5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

CYCLE PATH - BRUCE TO KALEEN VIA

THE NATIONAL ATHLETICS STADIUM

1. PURPOSE

To provide an extension of the Metropolitan Bicycle Path Network from the existing Belconnen bicycle path, south-east of the National Athletics Stadium, to Kaleen and to serve the stadium en route.

2. ESTIMATED COST

The estimated cost of this bicycle path is \$70,000.00.

3. EXISTING DEVELOPMENT

The proposed bicycle path will branch off from the existing Belconnen Bicycle Path where it crosses the old Weetangera Road, approximately 300 metres south-west of the National Athletics Stadium. It will then run around the north of the Stadium and a link will be provided from the bicycle path to the Stadium forecourt area when the new car parking area to the north of the existing car park is developed in 1979/80.

4. INTENDED DEVELOPMENT

It will then travel in a generally north to north-west direction across Leverrier Crescent and continue across open country towards the pedestrian/cyclist underpass under Ginninderra Drive south of Alberga Street in Kaleen. The route will take it across the proposed but not yet gazetted alignment of the future Gungahlin Freeway and the gazetted Thynne Street to serve this area which the Commission proposes for future residential development. Commission Policy Plan AP 168 refers.

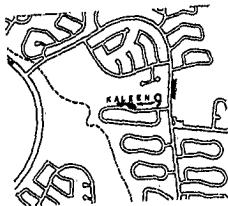
5. PARTICULAR PLANNING CONSIDERATIONS

In selecting the alignment for this bicycle path careful consideration had to be given to take it close enough to serve the National Athletics Stadium without inhibiting its usefulness, as a trunk extension of the existing trunk system, to serve Kaleen and Giralang.

6. PUBLIC INFORMATION/CONSULTATION

Pedal Power A.C.T. Inc. has been consulted and their views have been taken into account during the planning and design of the path. Pedal Power fully support its construction.

VARIATION 9—(MAP P3):
KALEEN, Section 60; Modification of the gazetted
width of the reservation of Tyrrell Circuit to enable
the provision of a bus turnaround.



VARIATION 9

MAP P5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

KALEEN SECTION 60 : PROVISION OF BUS TURNAROUND

1. PURPOSE

Modification to Tyrrell Circuit to provide a bus turnaround to enable buses to pick up and drop off children at a proposed Roman Catholic primary school to be constructed on Section 60. Waiting bays are also to be constructed in the existing gazetted road reservation between the turnaround and Maribyrnong Avenue.

2. AREA

594 square metres approximately.

3. ESTIMATED COST

\$62,000.

4. EXISTING DEVELOPMENT

Standard detached housing exists on the south side of Tyrrell Circuit.

5. PROPOSED DEVELOPMENT

The primary school is to be constructed on Section 60. Residential blocks are intended in future, west of the bus turnaround.

6. PLANNING CONSIDERATIONS

Provision of the turnaround eliminates the necessity for buses to travel the full length of Tyrrell Circuit.

7. ENVIRONMENTAL CONSIDERATIONS

No adverse effects on existing environment anticipated.

8. PUBLIC INFORMATION/CONSULTATION

A letter box drop is proposed at the time of publication of the gazettal intention to inform residents of proposal and their right to comment to PJC. The Catholic Education Office has agreed to the excision of land required for the turnaround from their existing lease. A standard NGDC sign has been on the site over a period of years indicating the proposed use as a Catholic School.

VARIATION 10—(MAP P5):
LYNHAM, Section 58: Modification of the existing
alignment of the Dickson-City Cycle Path to enable
better use of land for medium density housing
development.



VARIATION 10

MAP P5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

LYNEHAM, SECTION 58

CYCLE PATH

1. PURPOSE

To realign a section of the Metropolitan Trunk Cycleway Network. Gazettal of a new alignment is required in order to minimise disturbance to existing landscape.

2. LENGTH

Approximately 150 m.

3. COST

Estimated at \$5,000.

4. EXISTING DEVELOPMENT

A bitumen cyclepath pavement was constructed across land between De Burgh Street and Northbourne Avenue, Lynham in 1975. In 1976 a proposal was approved for future medium density housing on this land which then became known as Section 58 Lynham. This proposal called for the realignment of this cyclepath south to a position which was subsequently gazetted in 1976. The gazetted position is within a stormwater channel with drainage reserve which is landscaped with stands of poplars.

5. PROPOSED DEVELOPMENT

It is proposed to realign the cycleway to the south of the existing gazetted alignment. The medium density housing development on Section 58 is intended for release by DCT in December 1979. The development will consist of approximately 50, 4 storey units and flats. The area between Section 58 and the stormwater drain will remain as landscaped open space.

6. PARTICULAR PLANNING CONSIDERATIONS

During the design phase for construction of the cycleway within the existing gazetted alignment, it became apparent that if the cyclepath was constructed within the gazetted alignment, it would be necessary to remove 23 poplar trees which are approximately 8 m high. To avoid this, a new cycleway alignment was selected which would only involve the removal of 2 poplar trees. This new alignment necessitates a new gazetted alignment. The new cyclepath will be constructed to the form to accommodate design standards. If the cyclepath remains in its existing position the proposed housing development will be reduced by approximately 10 units.

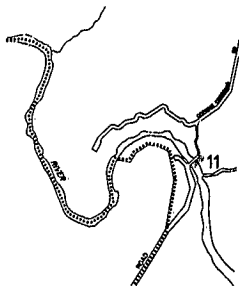
7. ENVIRONMENTAL CONSIDERATIONS

Proposal allows for retention of 21 poplar trees. There would be minimal effect on the existing environment.

8. PUBLIC INFORMATION/CONSULTATION

Both DCT and Pedal Power were involved originally and supported the original concepts of this linkage in the Trunk Cyclepath Network. DCT have advised us of the necessity to remove the existing path from Section 5B, Lyneham.

VARIATION 11--(MAP N4):
HILVONNIN, WILTON CREEK DISTRICT:
Addition to the plan of an additional area to enable
widening of Copper Crossing for two-way traffic
movement.



VARIATION 11

MAP #4

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

BELCONNEN, WESTON CREEK DISTRICTS

UPGRADING OF COPPINS CROSSING

1. PURPOSE

To increase the area of the reservation of Coppins Crossing to enable two way traffic movement.

2. LENGTH AND AREA

The level of the crossing will also be raised by approximately 2m from its present level. This will increase safety and will reduce the frequency of inundation from about 35 days per year to about 5 days per year.

The length of the crossing is 70m. The increase in width is 6m making the additional area required 420m². A small 3m wide 40m long crescent is also necessary to allow for earthworks on the northern approach.

3. COST

The preliminary cost estimate is \$300,000.

4. EXISTING DEVELOPMENT

Surrounding land use includes grazing, agistment and recreation.

5. PROPOSED DEVELOPMENT

No land use changes are proposed.

6. PARTICULAR PLANNING CONSIDERATIONS

A pedestrian/equestrian pathway will be included in the crossing and safety will be increased.

7. ENVIRONMENT CONSIDERATIONS

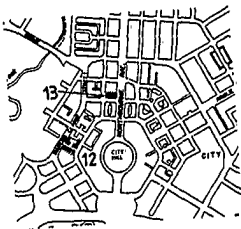
Large numbers of casuarinas and willows are located along the Molonglo River either side of the Crossing. The majority of flood damaged and prostrate willows along with water borne debris will be removed for a distance of 15m upstream and 30m downstream. Upright casuarinas and willows are to remain. Thirty-five trees upstream and thirty-eight trees downstream are affected.

If this action was not taken the upgraded crossing would be inundated approximately 15 days per year compared with 5 days per year if the willows are removed. No additional erosion will occur as the river bed has already cut down to bedrock by natural processes.

8. PUBLIC INFORMATION/CONSULTATION

In August 1978 the Commission stated publicly that it was planning to raise the crossing.

VARIATION 12--(MAP N5):
CITY, Section 5: Addition to the plan of a new road
layout to provide development, frontage and rear
service access, and deletion of a section of the
existing access road off Marcus Clarke Street.



VARIATION 12

MAP N5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

CITY DIVISION, SECTION 5

1. PURPOSE

To provide road access for frontage and servicing of further commercial sites on Section 5 City.

2. LENGTH

(i) New road reservation of twenty metres (20m) width between Marcus Clarke Street and London Circuit for a distance of ninety one metres (91 m).

(ii) Access road for servicing and parking, equivalent to a length of eighty six metres (86 m).

3. COST

Estimated cost for site servicing and road construction works is approximately \$150,000.

4. EXISTING DEVELOPMENT

The area for development is immediately adjacent to the existing commercial office buildings in Section 5. The land is at present grassed with some existing trees which were planted in association with other temporary landscaping until required for normal city development.

5. PROPOSED DEVELOPMENT

It is proposed to delineate sites for commercial office buildings varying in height between four and eight storeys and having frontage to Marcus Clarke Street, London Circuit, and the proposed new road. The re-arrangement of the service road will serve the existing and proposed buildings, and will accommodate some of the essential car parking associated with the development.

6. PARTICULAR PLANNING CONSIDERATIONS

The existing service access to the National Mutual Building will be varied by the de-gazetted part of that road where it joins Marcus Clarke Street, and linking the remainder into the new service road from the south. Some reconstruction will be required to re-route hydraulic services to allow development sites to be unencumbered.

The balance of Section 5 further south accommodates an existing temporary surface car park, and this will be extended to accommodate the increased demand from land development in the vicinity.

7. ENVIRONMENTAL CONSIDERATIONS

The existing trees within the development area cannot be retained, however, they will be replaced by street tree planting in Marcus Clarke Street, London Circuit, and the proposed new road; and with new tree planting within the service road.

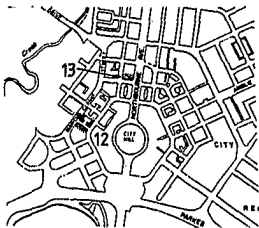
8. PUBLIC INFORMATION/CONSULTATION

The identification of further development sites is consistent with the information shown on the sale documents for the existing development on Blocks 1, 2 and 3.

Further public consultation has not been considered applicable to this situation.

VARIATION 13 (MAP N5):

CITY, Section 32: Reversal of a previous variation to restore a four metre wide section of Alinga Street between Moore Street and Northbourne Avenue which is no longer required for development purposes.



VARIATION 13

MAP N5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION
CITY DIVISION - SECTION 32

ALINGA STREET, CITY

1) Purpose

To increase the width of Alinga Street adjacent to Section 32 City to provide for consistent road and footpath standards, and to ensure that development on this Section has proper and legal access from Alinga Street.

2) Length

A four (4) metre widening of Alinga Street for a distance of eighty five (85) metres between Northbourne Avenue and Moore Street, and the inclusion of six metre by six metre trunkations consistent with the treatment of adjacent City Sections.

3) Cost

Nil.

4) Existing Development

The temporary buildings (known as the Jolimont Buildings) previously existing on Section 32 have all been removed except for a small building at the northern end which accommodate bus drivers facilities.

The area is currently used for a temporary car park and bus layover.

Alinga Street is an existing constructed City Street.

5) Proposed Development

The whole of Section 32 is to be developed as the City Tourist Centre and shall include an Interstate/ Tourist Coach Station, the ACT Tourist Bureau, the City Post Office, and other commercial facilities including private offices. The building is to abutt the Section boundary with colonnades at street level continuing the theme of the old and new buildings in the vicinity.

The main pedestrian access for the Post Office and Tourist Bureau is expected to be from the Alinga Street frontage. No vehicle access will be permitted from Alinga Street.

6) Particular Planning Considerations

Alinga Street was reduced in width in the 64th Series Variations (September 1977) to accommodate a particular design solution for the City Post Office which was, at that time, to be constructed as a separate building on its own block within the section. That particular solution and the various steps and level changes which were proposed is no longer appropriate, and Alinga Street is required to function as a normal city street with standard road pavement and footpaths.

In order to provide adequate space and to be consistent with the design standards for the rest of Alinga Street, the gazettal of an additional four (4) metres width is required.

7) Environmental Considerations

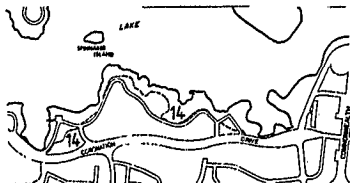
The widening will allow normal city street standards for road pavement and footpaths, including sufficient space for the intended planting of street trees.

8) Public Information/Consultation

An amended property boundary to accommodate this proposal has been included in the Development Conditions given to prospective developers of the Tourist Centre on Section 32.

Wider public consultation was not considered appropriate because of the relatively minor nature of the proposal.

VARIATION 14--(MAP NS):
YARRALUMLA: Modification of the previously
gazetted alignment of the cycle path between Lotus
Bay and Yarralumla Bay.



7. ENVIRONMENTAL CONSIDERATIONS

The detailed alignment minimises conflict with other recreation users, avoids steep gradients and minimises tree loss. Approximately 30 trees will need to be removed. There are no large trees, 20 are very small, being recently planted, and some are in poor condition and in stands which require thinning. Some trees could be transplanted.

In all cases other trees exist in the vicinity of those to be removed. All practical alternative alignments investigated involved at least the same tree loss.

8. PUBLIC INFORMATION/CONSULTATION

The Draft Yarralumla Policy Plan indicated that a cycleway was to be provided along the foreshore and no objections were received. Pedal Power have been consulted. Suggested amendments to make the route less circuitous were carefully investigated. One amendment was incorporated but others were rejected as they involved either significant increases in grade, additional loss of trees or conflict with other recreation users.

VARIATION 15—(MAP M5):
DEAKIN, Section 68: Reduction in the gazetted width
of King Street to rectify an encroachment and stable
leasing of the Dentin Pool.



VARIATION 15

MAP M5

SPONSORED BY THE DEPARTMENT OF THE CAPITAL TERRITORY

DEAKIN, SECTION 68

AMENDMENT OF KING STREET, BOUNDARIES

1. PURPOSE.

To amend the gazetted boundaries of King Street Deakin to rectify an encroachment over the road reservation by the Deakin Pool in order to enable the leasing of the pool to a private operator.

2. COST.

Nil

3. EXISTING DEVELOPMENT

The proposed amendment is on the northern side of King Street, adjacent to the pool.

4. PROPOSED DEVELOPMENT

Apart from the leasing of the pool, no other developments are planned at this stage.

5. PARTICULAR PLANNING CONSIDERATIONS/ENVIRONMENTAL CONSIDERATIONS

This variation has no effect on the existing land uses.

6. PUBLIC INFORMATION/CONSULTATION

This is a machinery matter which has no effect on the utilisation of the land or on the amenity of the area and the need for consultation was not thought to be necessary.

VARIATION 16--(MAP M5):

GARRAN, Section 14: Modification to the existing gazetted boundary of Garra Place to provide lease access to a block for future development for medical, dental or veterinary uses.



VARIATION 16

MAP M5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

GARRAN SECTION 34

1. PURPOSE

Modification to present gazetted boundary of Garran Place to give legal access to a block for future development for medical, dental or veterinary suites.

2. AREA

66m²

3. ESTIMATED COST

Nil.

4. EXISTING DEVELOPMENT

Shops and professional suites to the west, standard housing to the east, open space and housing to the south with proposed church to the north.

5. PROPOSED DEVELOPMENT

A block is provided for development as suites for medical, dental or veterinary services.

6. PLANNING CONSIDERATIONS

Extension of the present gazetted area is necessary to allow legal access to the proposed development. The minimum gazetted frontage required is 3 metres.

7. ENVIRONMENTAL CONSIDERATIONS

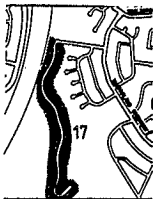
Nil.

8. PUBLIC INFORMATION/CONSULTATION

DOT have advertised for expressions of interest for the proposed development.

VARIATION 17--(MAP M5):

CHIPLEY: Addition to the plan of an access road off Waddock Street to provide access to open space on Mount Taylor adjacent to Pearce for maintenance and recreational purposes.



VARIATION 17

MAP N5

SPONSORED BY THE NATIONAL CAPITAL DEVELOPMENT COMMISSION

CHIFLEY - PUBLIC ACCESS TO METROPOLITAN OPEN
SPACE ADJACENT TO PEARCE AND CHIFLEY

PURPOSE

This area of approximately 60 ha., which includes the northern slopes of Mt Taylor, is an important resource in the National Capital Open Space System both as a visual backdrop and physical containment to Woden and Weston Creek, and as a recreation resource for residents on the south side of Canberra.

The proposed landscape development will include a sealed access road to the area west of Chifley from Waldock Street. It will operate as the primary access for service vehicles and for people seeking access for recreation. With the removal of informal access from other culs-de-sac in Chifley and reinstatement of dirt tracks, management and the amenity of area will be greatly improved.

LENGTH

The road is approximately 1.27 km to the car park.

COST

The total cost of the project is estimated at \$147,000 with the road component comprising \$122,000.

EXISTING DEVELOPMENT

Some fencing and planting has been carried out but to date no formal access has been provided. There are some unofficial access tracks leading from culs-de-sac in Chifley.

PROPOSED DEVELOPMENT

A sealed road from Waldock Street will provide access to reservoirs and electricity easements. Higher on the ridge, parking for 30 cars, barbecues and picnic facilities will be constructed. The site takes advantage of views across the valley and pedestrian access to the top of Mt Taylor is possible from this point.

Appropriate landscaping, to provide shelter and shade, screen undesirable elements and reinforce the landscape character of the area will be undertaken. Fencing on the top part of the road will prevent vehicular trespass and assist management.

PARTICULAR PLANNING CONSIDERATIONS

The road has been designed as a low-speed recreation road. Consideration has been given in the design to possible disturbance that use of the road may have on adjacent residential areas.

ENVIRONMENTAL CONSIDERATIONS

The slight increase in traffic along Waldock Street expected as a result of constructing this access road is considered acceptable as the street has residential development on one side only and is over 10 metres wide. The access road has been located some 100 metres or more to the west of the back boundaries of existing residential leases.

In constructing the road a number of trees will need to be removed from existing plantations. These plantations are not fully mature and would be subject to normal thinning and pruning as part of their continuing management. A plan has been prepared showing the extent of tree removal.

Additional tree planting and landscaping will help to reinstate the area after the agricultural/grazing regime the area has been subjected to in the past.

PUBLIC INFORMATION/CONSULTATIONS

The Chifley/Mt Taylor Residents Association has been closely involved in the project to this stage from before the sketch plan submission. The Secretary of the Association viewed the sketch plans in November 1978 and subsequently wrote to the Commission voicing a number of concerns and offering comment on the design. At a further meeting the Association did not object to the development as such but rather to the location of the road which they felt was too close to the block boundaries.

The Commission reconsidered the alignment and suggested ways of minimising the problems perceived by the residents. Three alternative alignments were prepared and discussed at a meeting with residents.

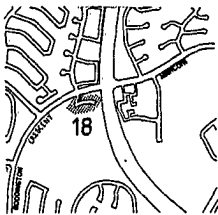
The proposed alignment was developed from that meeting as a response to a number of requests from the residents and while the residents still have some concern, the solution is believed to be a satisfactory solution given the residents views and the practical design considerations.

P. 3.

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VARIATION 18—(MAP 15):

KAMBAH, Section 115: Inclusion on the plan of an existing access road to the 'Theirs Cottage' to provide lease access.



VARIATION 18

MAP 15

KAMBAH, SECTION 115

"THEISS COTTAGE" ACCESS ROAD

SPONSORED BY THE DEPARTMENT OF THE CAPITAL TERRITORY

1. Purpose

To include on the plan an existing access road to the "Theiss Cottage" in Kambah. The access road and associated parking area off Boddington Crescent are intended for inclusion on the plan to enable future leasing.

2. Length

Approximately 100 metres.

3. Cost

Nil.

4. Existing and Proposed Development

Recreation and Community Uses.

5. Particular Planning Considerations

Nil.

6. Public Information/Consultation

Discussed with proposed lessees.

Commonwealth of Australia Gazette

Published by the Australian Government Publishing Service



No. S 200

Canberra, Monday, 8 October 1979

SPECIAL

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 P5, N4, N5, M5 and L5 attached hereto.

Dated this eighth day of October 1979.

R. J. ELLICOTT

Minister of State for the Capital Territory

THE SCHEDULE

VARIATION 1—(MAP P5):

BELCONNEN, Section 6: Minor modifications to the road reservations of Oatley Circuit and Moubray Place to provide a reservation for services and lease access.

VARIATION 2—(MAP P5):

BELCONNEN, Section 54: Deletion from the plan of a portion of the bus interchange reservation which is no longer required for bus operations.

VARIATION 3—(MAP P5):

BELCONNEN, Section 54: Addition to the plan of a new access road off Benjamin Way together with the deletion or modification of sections of the previously gazetted road layout, and addition of a short cul-de-sac off Chandler Street. Section 54 is intended to provide sites for community, recreational and commercial developments.

VARIATION 4—(MAP P5):

BELCONNEN, Sections 55, 65: Addition to the plan of two culs-de-sac off Emu Bank to serve proposed commercial sites.

VARIATION 5—(MAP P5):

BELCONNEN: Addition to the plan of an access road off Alkman Drive to permit further development of the parklands adjacent to Lake Ginninderra.

VARIATION 6—(MAPS P5 & N5):

COOK: Addition to the plan of a cycle path from Lyttleton Crescent to Bindubi Street.

VARIATION 7—(MAP P5):

BRUCE: Addition to the plan of a cycle path from the Canberra College of Advanced Education to connect with the existing path at Haydon Drive.

VARIATION 8—(MAP P5):

BRUCE, KALEEN: Addition to the plan of a cycle path extending from the existing Belconnen-City Path to the Kaleen-Giralang Path via Bruce.

VARIATION 9—(MAP P5):

KALEEN, Section 60: Modification of the gazetted width of the reservation of Tyrrell Circuit to enable the provision of a bus turnaround.

VARIATION 10—(MAP P5):

LYNEHAM, Section 58: Modification of the existing alignment of the Dickson-City Cycle Path to enable better use of land for medium density housing development.

VARIATION 11—(MAP N4):

BELCONNEN, WESTON CREEK DISTRICTS: Addition to the plan of an additional area to enable widening of Coppins Crossing for two-way traffic movement.

VARIATION 12—(MAP N5):

CITY, Section 5: Addition to the plan of a new road layout to provide development frontage and rear service access; and deletion of a section of the existing access road off Marcus Clarke Street.

VARIATION 13—(MAP N5):

CITY, Section 32: Reversal of a previous variation to restore a four metre wide section of Alinga Street between Moore Street and Northbourne Avenue which is no longer required for development purposes.

VARIATION 14—(MAP N5):

YARRALUMLA: Modification of the previously gazetted alignment of the cycle path between Lotus Bay and Yarralumla Bay.

VARIATION 15—(MAP M5):

DEAKIN, Section 68: Reduction in the gazetted width of King Street to rectify an encroachment and enable leasing of the Denkin Pool.

VARIATION 16—(MAP M5):

GARRAN, Section 34: Modification to the existing gazetted boundary of Garran Place to provide lease access to a block for future development for medical, dental or veterinary suites.

VARIATION 17—(MAP M5):

CHIFLEY: Addition to the plan of an access road off Waldock Street to provide access to open space on Mount Taylor adjacent to Pearce for maintenance and recreational purposes.

VARIATION 18—(MAP L5):

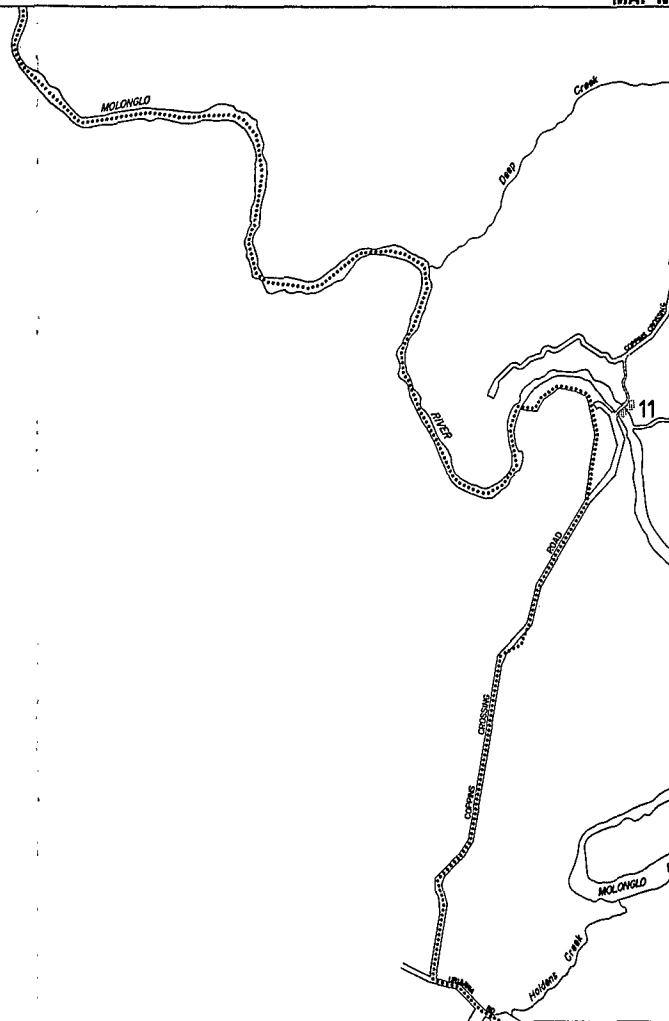
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




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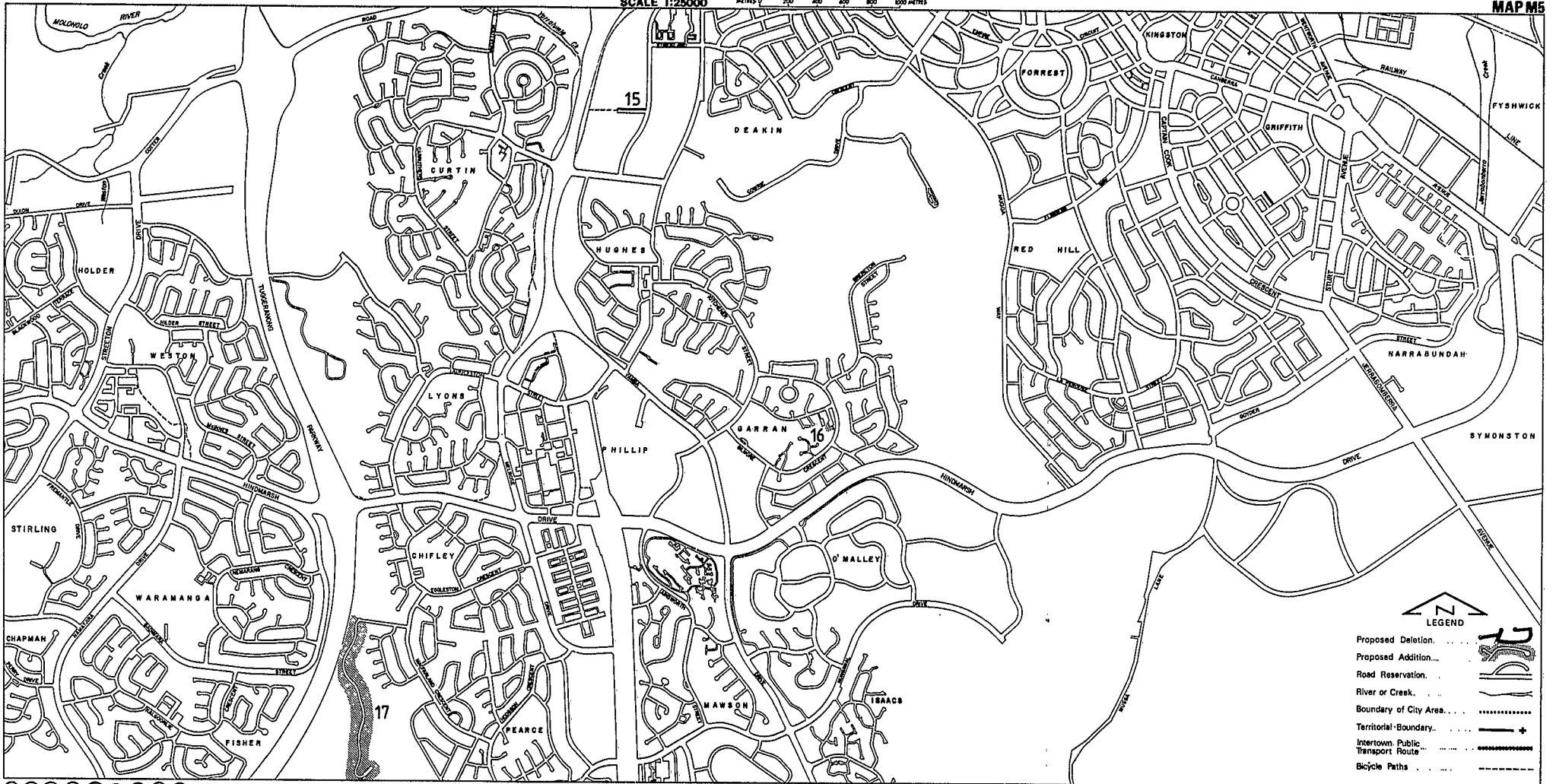
MAP N4



LEGEND

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

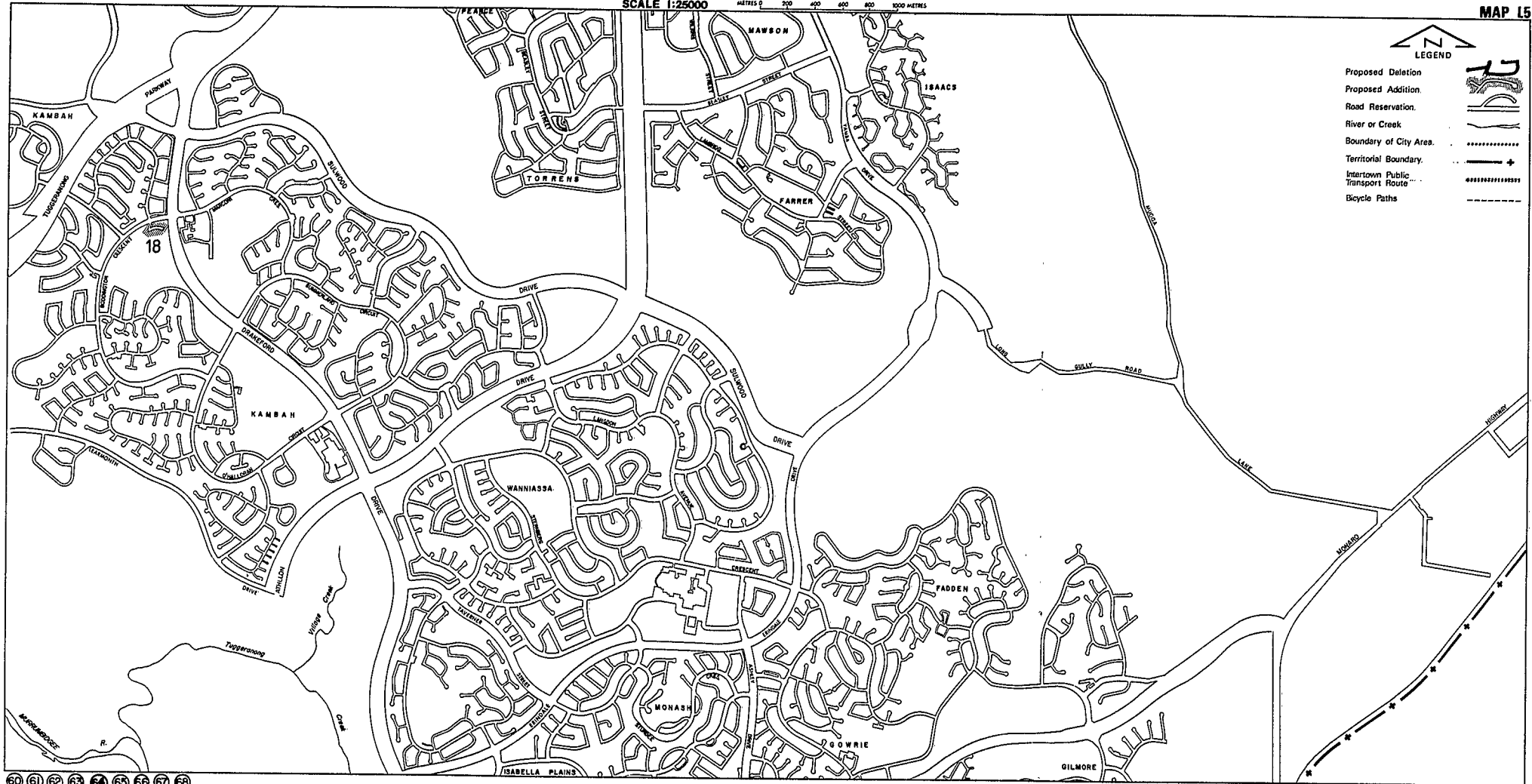




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LEGEND

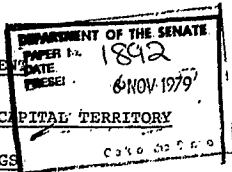
- Proposed Deletion
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- Road Reservation
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- Boundary of City Area
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- Intertown Public Transport Route
- Bicycle Paths



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



THIRTY-FIRST PARLIAMENT



JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

MINUTES OF PROCEEDINGS

NO. 42

FRIDAY, 2 NOVEMBER 1979

at Canberra

PRESENT: Senator Knight (Chairman) Mr. Haslem
Mr. Fry (Deputy Chairman)

1. The Committee met at 10.40 a.m.
2. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 31 October 1979 were confirmed.

3. SIXTY-EIGHTH SERIES OF VARIATIONS

The Chairman brought up for consideration his Draft Report on the Sixty-Eighth series of variations.

Paragraph 1, agreed to.
Paragraph 2, as amended, agreed to.
Paragraph 3, agreed to.
Paragraph 4, as amended, agreed to.
Paragraph 5, as amended, agreed to.
Paragraph 6, agreed to.
Paragraph 7, as amended, agreed to.
Paragraph 8, agreed to.
Paragraph 9, as amended, agreed to.
Paragraph 10, as amended, agreed to.
Paragraph 11, as amended, agreed to.
Paragraph 12, agreed to.
Paragraph 13, as amended, agreed to.
Paragraphs 14 & 15, by leave taken together amended and agreed to.
Paragraph 16, as amended, agreed to.
Paragraph 17, as amended, agreed to.
Paragraph 18, as amended, agreed to.
Paragraph 19, agreed to.
Paragraph 20, as amended, agreed to.
Paragraph 21, agreed to.
Paragraph 22, as amended, agreed to.

Paragraph 23, as amended, agreed to.
Paragraph 24, as amended, agreed to.
Paragraph 25, as amended, agreed to.
Paragraph 26, as amended, agreed to.
Paragraph 27, as amended, agreed to.
Additional paragraph 27A, agreed to.
Paragraph 28, as amended, agreed to.
Paragraph 29, as amended, agreed to.
Paragraph 30, agreed to.
Paragraph 31, as amended, agreed to.
Paragraphs 33-35, by leave taken together, amended and agreed to.
Paragraphs 36-38, by leave taken together, amended agreed to.
Paragraphs 39-42, by leave taken together, amended agreed to.
Paragraphs 43 and 44, by leave taken together, amended and agreed to.

Ordered - That the appendixes be agreed to.

Resolved - On the motion of Mr. Fry -

That the draft report, as amended, be the Report of the Committee.

Ordered - That the additional information supplied by the National Capital Development Commission be treated as an exhibit and included in the Committee's records as Exhibit No. 10.

4. SIXTY-EIGHT A SERIES OF VARIATIONS

The Committee deliberated.

5. ADJOURNMENT

At 1.05 p.m. the Committee adjourned until a date and hour to be fixed by the Chairman.

Confirmed,

.....
CHAIRMAN

*Certified true & correct
O. J. Ross
Clerk to the Committee*



THIRTY-FIRST PARLIAMENT

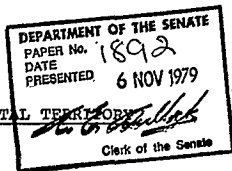
JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

MINUTES OF PROCEEDINGS

NO. 41

WEDNESDAY, 31 OCTOBER 1979

at Canberra



PRESENT: Senator Knight (Chairman) Mr. Haslem
Mr. Fry

1. The Committee met at 11.35 a.m.

2. MINUTES OF THE PREVIOUS MEETINGS

The minutes of the meetings held on 25 October 1979,
29 October 1979 and 30 October 1979 were confirmed.

3. SIXTY EIGHT A SERIES OF VARIATIONS

The Committee deliberated.

Ordered - That the Chairman advise the Minister
for the Capital Territory that it would
proceed with the proposed variations in
accordance with the Committee's resolution of
appointment.

4. SIXTY-SIXTH SERIES OF VARIATIONS

Press and public admitted.

The following witnesses were called and examined
together.

Mr. John Wallace Nairn,
First Assistant Commissioner - Engineering,
National Capital Development Commission.

Mr. Geoffrey John Campbell,
First Assistant Commissioner - Planning,
National Capital Development Commission.

Mr. Raymond George Gallagher,
Assistant Secretary (Business Leases Branch),
Department of the Capital Territory.

Mr. Anthony James Barritt-Eyles,
Acting Assistant Secretary (Residential Leases
Branch),
Department of the Capital Territory.

Mr. Kevin Raymond Black,
OIC Statutory Processes (Residential Leases Branch)
Department of the Capital Territory.

The witnesses withdrew.

5. SIXTY-SEVENTH SERIES OF VARIATIONS

The Chairman made a statement.

6. SIXTY-EIGHTH SERIES OF VARIATIONS

The Chairmah made a statement.

Ordered - That the following documents be included
in the transcript of evidence.

Letter from the Minister for the Capital
Territory of 2 October 1979.

Commonwealth of Australia Gazette S200
of 8 October 1979.

Report No. 2 of the Standing Committee on
Finance of the A.C.T. House of Assembly.

The Briefing material on the Sixty-eight
series of variations from the Department of
the Capital Territory and the National
Capital Development Commission.

The following witnesses were recalled and further
examined together.

Mr. John Wallace Nairn,
First Assistant Commissioner - Engineering,
National Capital Development Commission.

Mr. Geoffrey John Campbell,
First Assistant Commissioner - Planning,
National Capital Development Commission.

Mr. Raymond George Gallagher,
Assistant Secretary (Business Leases Branch),
Department of the Capital Territory.

Mr. Anthony James Barritt-Eyles,
Acting Assistant Secretary (Residential Leases
Branch,
Department of the Capital Territory.

Mr. Kevin Raymond Black,
OIC Statutory Processes (Residential Leases Branch)
Department of the Capital Territory.

The witnesses withdrew.

Mr. Paul Russell Whalan,
Chairman, Standing Committee on Finance,
A.C.T. House of Assembly

was called, sworn and examined.

The witness withdrew.

The following witnesses were recalled and further examined together.

Mr. John Wallace Nairn,
First Assistant Commissioner - Engineering,
National Capital Development Commission.

Mr. Geoffrey John Campbell,
First Assistant Commissioner - Planning,
National Capital Development Commission.

Mr. Raymond George Gallagher,
Assistant Secretary (Business Leases Branch),
Department of the Capital Territory.

Mr. Anthony James Barritt-Eyles,
Acting Assistant Secretary (Residential
Leases Branch),
Department of the Capital Territory.

Mr. Kevin Raymond Black,
OIC Statutory Processes (Residential Leases
Branch),
Department of the Capital Territory.

The following witnesses representing Pedal Power A.C.T.
Inc. were called.

Mr. Malcolm Woodhouse Crompton,
Member.

Mr. Evan Donald Tulley,
Member

were sworn.

Mr. James Francis Lindsay,
Member

Dr. Roger Graham Hourn,
Physical Planning Convenor (North-side)

made affirmations.

The witnesses were examined together.

Ordered - That the following exhibits tabled by
Pedal Power A.C.T. Inc. be included in the
Committee's records:

Bicycle Forum No. 3 - 1979 pages 1, 14, 15,
16 - No. 1.

Extract from the Canberra Times of
21 October 1979 - No. 2.

Examination continued.

The witnesses from Pedal Power A.C.T. Inc. withdrew.

Examination continued.

The following witnesses representing the Canberra
Commercial Development Authority were called,
sworn and examined together.

Mr. James Harold Pead,
Chairman.

Mr. Harold David Calderwood,
Former Executive Officer.

Mr. Patrick Martin Taylor,
Executive Officer.

Ordered - That the following exhibits tabled by the
Canberra Commercial Development Authority be
included in the Committee's records.

Letter from the Department of the Capital
Territory dated 2 December 1975 - No. 3.

Letter from the Minister for the Capital
Territory dated 16 September 1976 - No. 4.

Press Statement by the Minister for the
Capital Territory dated 22 November 1976 - No. 5.

Letter from the National Capital
Development Commission dated
1 December 1976 - No. 6.

Letter from the National Capital
Development Commission dated
29 October 1979 - No. 7.

Belconnen Mall - Stage 2 Site plus
attached diagram - No. 8.

Examination continued.

The witnesses from the Canberra Commercial Development
Authority withdrew.

Examination continued.

The following witnesses representing the Canberra
Revival Centre were called, made affirmations
and were examined together.

Pastor Robert John Kirwood.

Elder Robert Ian Beverley.

Ordered - That the following exhibits tabled by the Canberra Revival Centre be included in the Committee's records.

Key Comments by Leading Property Development and Investment Professionals - No. 9.

The witnesses from the Canberra Revival Centre withdrew.

Examination continued.

The witnesses withdrew.

7. APPOINTMENT OF A SUB-COMMITTEE

Resolved - On the motion of Mr. Fry -

That a sub-committee be appointed consisting of Senator Knight (Chairman), Mr. Fry and Mr. Haslem for the purpose of continuing the public hearing on the sixty-eighth series of variations.

8. PUBLICATION OF EVIDENCE

Resolved - On the motion of Mr. Fry -

That pursuant to the power conferred by sub-section 2(2.) of the Parliamentary Papers Act 1908, this Committee authorises the publication of the evidence given before it at the public hearing this day.

9. ADJOURNMENT

At 5.55 p.m. the Committee adjourned until a date and hour to be fixed by the Chairman.

Confirmed,


.....
CHAIRMAN



THIRTY-FIRST PARLIAMENT

SUB-COMMITTEE OF THE

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

MINUTES OF PROCEEDINGS

NO. 2

WEDNESDAY, 31 OCTOBER 1979

at Canberra

PRESENT: Senator Knight (Chairman) Mr. Haslem

1. The Sub-Committee met at 5.56 p.m. pursuant to the resolution of the Committee.
2. SIXTY-EIGHTH SERIES OF VARIATIONS

Press and public admitted.

The following witnesses representing the Chifley-Mount Taylor Residents Association were called, sworn and examined together.

Mr. George Terei,
Secretary.

Mr. John Rowland Allen,
Member.

The following witnesses were called and examined.

Mr. John Wallace Nairn,
First Assistant Commissioner - Engineering,
National Capital Development Commission.

Mr. Geoffrey John Campbell,
First Assistant Commissioner - Planning,
National Capital Development Commission.

Mr. Raymond George Gallagher,
Assistant Secretary (Business Leases Branch),
Department of the Capital Territory.

Mr. Anthony James Barritt-Eyles,
Acting Assistant Secretary (Residential Leases
Branch,
Department of the Capital Territory.

Mr. Kevin Raymond Black,
OIC Statutory Processes (Residential Leases Branch),
Department of the Capital Territory.

The witnesses from the Chifley-Mount Taylor
Residents Association withdrew.

Mr. James Francis Lindsay,
Private Citizen of 17 Waragamba Avenue,
Duffy

was called, made an affirmation and was examined.

Mr. Lindsay withdrew.

Examination continued.

The witnesses withdrew.

3. PUBLICATION OF EVIDENCE

Resolved - On the motion of Mr. Haslem -

That pursuant to the power conferred by
sub-section 2(2.) of the Parliamentary Papers
Act 1908, this sub-committee authorises the
publication of the evidence given before it
at the public hearing this day.

4. SIXTY-EIGHTH SERIES OF VARIATIONS

Press and public withdrew.

The Committee deliberated.

5. ADJOURNMENT

At 6.48 p.m. the sub-committee adjourned sine die.