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THE PARLIAMENT OF THE COMMONWEALTH OF
AUSTRALIA

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

JOINT COMMITTEE ON THE
AUSTRALIAN CAPITAL TERRITORY

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

(SIXTY-SEVENTH SERIES)

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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 67th Series of Variations.

- Item 1 - Kaleen Giralang, Cycle Path.
- Item 2 - Belconnen, Section 48.
- Item 3 - Canberra Central District, Randwick Road.
- Item 4 - Belconnen District, William Hovell Drive.
- Item 6 - Deakin, Jersey Street.
- Item 7 - Griffith, Road Re-alignment.
- Item 8 - Phillip, Section 6, proposals 1 and 2.
- Item 9 - Phillip, Cycle Path.
- Item 10 - Waramanga, Section 44.
- Item 11 - Fyshwick, Canberra Avenue Service Road.
- Item 13 - Tuggeranong District, Pine Island Reserve.

The Committee does not recommend approval of the following variations.

- Item 8 - Phillip, Section 6, proposal 3.
- Item 12 - Kambah, Section 115.

In regard to Item 5 relating to roads in Yarralumla the Committee recommends:

- (1) that modification of the previously gazetted alignments of Cotter Road and Dudley Street be approved;
- (2) that the cul-de-sac to provide access to the proposed redeveloped Old Canberra Brickworks be approved;

- (3) that Stage 2 of the West Yarralumla Tourist Road from the Old Canberra Brickworks to Weston Park be included in the sixty eighth series of variations;
- (4) that detailed discussions be held on Stage 2 of the West Yarralumla Tourist Road with CSIRO, the Royal Canberra Golf Club and the Department of the Capital Territory as the authority responsible for the Yarralumla Nursery, prior to the sixty-eighth series of variations;
- (5) that at the hearings on the sixty-eighth series of variations proposals be presented which would:
 - (a) provide for the future extension and development of Royal Canberra Golf Club to appropriate national and international standards, including the possible re-allocation or re-alignment of the boundary of (i) the Yarralumla Nursery, and (ii) Lee's Paddock,
 - (b) suggest future measures to alleviate the problems that Brown Street residents are likely to suffer from the proposed tourist road, and
 - (c) provide details of measures that might alleviate any problems likely to be encountered by the CSIRO as a result of the proposed tourist road;and
- (6) that the link road to Denman Street not be approved until this Committee has had the opportunity to consider and report on the detailed road lay-out for proposed residential development around the Brickworks.

investigation was reported to the Federal Bureau of Investigation in the
these pages.
Appendix I.

4. The investigation conducted by the Commission was directed to the
established in the Department of Justice and the Department of Education,
the program of the National Student Relocation Council, which was
conducted at the University of California, San Diego, during the period
April, 1960, to the end of the fiscal year ending June 30, 1961. The
April, 1960, date was chosen because the first meeting of the National
Student Relocation Council was held on that date. The Commission
organized and conducted a series of public hearings in the District of
Columbia, and in the State of California, during the period of the
last of the above-mentioned dates. The Commission's report is
as Appendix II. The Commission also conducted a series of public
hearings in the State of California during the period of the
of the hearings. The Commission's report is as Appendix III. The
Appendix I, Appendix II, and Appendix III are attached to this
submittal. The Commission's report is as Appendix IV.

5. The Commission's

A. Civil Liberties

6. The Commission's report on the Civil Liberties of the
executive branch of the Federal Government, and the proposed
proposed program of the National Student Relocation Council, and
a hearing on the proposed program of the National Student Relocation
Council, the Commission's report is as Appendix I, Appendix II,
and Appendix III.
Report on the Civil Liberties of the Executive Branch of the
Department of Justice and the Department of Education, during the
period of the hearings. The Commission's report is as Appendix IV.
Evidence concerning the proposed program of the National Student
Relocation Council, the Commission's report is as Appendix V.
The National Student Relocation Council, the Commission's report is
submitted by the Commission.

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1. The Commission's report on the Civil Liberties of the Executive Branch of the
Department of Justice and the Department of Education, during the
The Act of 1960, and the Act of 1961.

We believe that Yarralumla and the people in it are part of the Canberra community and we believe that anything that happens in this very important suburb of Canberra is of interest to the people of Canberra. Consequently we attempted, and I know it is difficult to do, to look at it through the eyes of the Canberra community.

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.

6. This report is arranged in two parts. Part 1 deals with those variations on which objections were not received. Part 2 deals with Variation 5 which concerns Yarralumla. Thirty-five objections were received by the Department of the Capital Territory to this variation and the Committee also received a number of supplementary submissions and direct representations. The DCI and MDCC supplied jointly prepared briefing notes which set out the background to each variation. These briefing notes form Appendix IV. The Gazette notifying the variations and including detailed maps forms Appendix V.

7. 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.

2. Transcript of evidence, p. 304.

PART 1

Variation 1: Kaleen, Giralang Cycle Path

8. This variation is for the addition to the plan of a cycle path from Ginninderra Drive through Kaleen and Giralang to Millton Drive Drive. The cycle path is an integral part of the trunk cycleway system throughout Canberra. The proposal, if approved, is to be included in HCDC's 1979-80 construction program.

The Committee approves the variation.

Variation 2: Belconnen, Section 48

9. At present Section 48 is vacant, but sites have been approved for two freetime clubs fronting Chandler Street. The purpose of the variation is to provide a rear access road to the Section to serve these sites for club and institutional use. There are a restricted number of car parking spaces at the main parking area for the purposes would be in public parking near the sites. In response to a question BIC advised that all freetime clubs provide their own parking areas only applied when the club was outside a town centre.

The Committee approves the variation.

Variation 3: Canberra Central District, Randwick Road

10. This variation involves a minor modification to the gazetted boundary of Randwick Road in order to bring it into conformity with the local unit property boundaries and with

the current leased boundaries and will avoid leaving a small piece of unalienated, unusable Crown land.

The Committee approves the variation.

Variation 4: Belconnen District, William Howell Drive

11. This proposal is to de-gazette a part of the Cork Oak Plantation which is currently contained within the gazetted road reservation of William Howell Drive. Construction of William Howell Drive is about to commence and the construction of a small retaining wall as part of the roadworks project will allow the preservation of the Cork Oak Plantation in its entirety. The Cork Oak Plantation has been recently listed in the register of the National Estate, as one of those places which is of significant historical value to all Australians.

The Committee approves the variation.

Variation 6: Deakin, Jersey Street

12. This variation brings the plan into line with the roads as constructed. It reflects a road closure which actually took place in the early 1960's.

The Committee approves the variation.

Variation 7: Griffith, Road Re-alignment

13. The intersection of Canberra Avenue, Manuka Circle and Captain Cook Crescent ranks fourth in accident rates for

3. Transcript, p. 34.

Canberra. The existing intersection has substandard geometric features and the improvements comprise a re-alignment and straightening of Canberra Avenue. The Committee understands that the Manuka Traders, while disappointed in the proposal, which involves a reduction in the available parking space, acknowledge that it will significantly improve the well-being of those shopping in the area.

The Committee approves the variation.

Variation 8: Phillip, Section 6

14. This variation includes road modifications in relation to Matilda, Callam and Launceston Streets and includes three separate proposals. The first proposal is for degazettement of a 2 metre wide strip of the Matilda Street road reservation, the second involves degazettement of a small portion of road reservation no longer required at the intersection of Launceston and Callam Streets. There are no costs involved in either of these proposals. The Committee has no objections to these two proposed variations.

15. A third proposal involves the inclusion of a 50 metre length of road off Matilda Street to provide an address frontage to the Greek/Australian Hellenic Club. Portion of the road has been constructed as part of the access to the existing parking area on Section 6. The estimated cost of this particular proposal is \$10,000.

16. The Committee is concerned whether proposal 3 is necessary since there is a roadway already in existence and would question the need for changing the road layout. The NCDC advised the Committee that the intention was to give gazetted road access to the entrance to the Hellenic Club and to the site further to the north. The NCDC further

advised the Committee that there were no developmental pressures which required that this variation be dealt with as a matter of urgency. The Committee believes that approval of this variation should be withheld pending the supply of additional information to the Committee.

17. The Committee recommends approval of proposals one and two of this variation. It does not recommend approval of the third proposal and would not consider a recommendation for such approval until it is supplied with additional details as to what is involved in the proposal, particularly a proper description of the proposed land use.

Variation 9: Phillip, Cycle Path.

18. This variation is to allow the addition to the plan of a cycle path from Irving Street through the Woden Town Centre to Athlon Drive. It is another section of the trunk cycle route and will complete a major part of the south to north route which will eventually lead to the completion of a continuous route from the South of the Woden Town Centre through Yarralumla into the City.

The Committee approves the variation.

Variation 10: Waramanga, Section 44

19. This variation proposes a simpler relation of Blocks 1, 2 and 3 to the existing road as an alternative to the existing battle-axe arrangement. The road was built as an access road to a park and the proposal is to allow access to a site which has been identified for leasing and therefore requires gazettal of 110 metres of the road to enable access to a site for a Catholic church.

The Committee approves the variation.

Variation 11: Fyshwick, Canberra Avenue Service Road

20. This proposal is to correct problems at the Canberra Avenue, Whyalla Street intersection at Fyshwick. At present the curve is sharp and rises uphill which causes problems for transport vehicles. The road is to be re-aligned to minimise the curve.

The Committee approves the variation.

Variation 12: Kambah, Section 115

21. This road was first constructed as access to playing fields. However, it is now necessary for gazettal action in order to provide for lease access to 'Thiess Cottage' in Kambah. The Cottage is to be leased to the Kambah Residents' Association.

22. There are no costs involved in the proposal. However, there was an error in the gazettal notice in that the Gazette referred to Athlon Homestead and not Thiess Cottage. The Committee has been advised by DCT that the variation was correctly identified as Section 115 and that the incorrect description does not have any adverse effect on the gazettal. Nevertheless the Committee would suggest that to avoid any possible confusion this variation be again gazetted and correctly described in a future series of variations.

The Committee does not approve the variation.

Variation 13: Tuggeranong District, Pine Island Reserve

23. There are two developments proposed for this area which are a result of the increasing public use of the Recreation Reserve. The first development is at a site close

to the water where there is a safe sandy beach area. The second is for a new type of picnic area within the pine forest which will have pedestrian access only.

24. It was estimated that an average of 2500 people would use the area each Sunday and most of those would be making a full day visit rather than a short term one. As a result of this it would be necessary to provide for 280 cars so that the area could be effectively managed.

The Committee approves the variation.

PART 2 - Variation 5, Yarralumla

Background

25. The purpose of this variation is to provide for construction of the first section of a major tourist road to the west of Yarralumla. This first stage will, in particular, provide access to the Old Canberra Brickworks for tourist and residential purposes. The variation consists of three parts. The first two parts, which are referred to in this report as the tourist road involve (i) the first stage of a tourist road on the western side of Yarralumla and (ii) the connection of that road to Dudley Street and the Cotter Road as well as associated intersection improvements. The remaining part is the provision of a collector road connection between the proposed tourist road and the existing residential street system to serve proposed housing sites. This part is referred to in this report as the link road.

26. Yarralumla is a suburb undergoing significant change which in many ways is similar to that experienced by the inner urban areas of other cities. The population of the suburb has been declining with a resultant reduced utilisation of many community services. Enrolments at the Yarralumla Primary School, for example, have declined from 732 students in 1958 to 191 in 1978. St. Peter Chanel's School which had an enrolment of over 400 ten years ago now has 160 students and less than half of the students come from the Yarralumla-Deakin area. In 1961 the population of Yarralumla was over 4,400 but by 1978 it had declined to less than 3,400. The local shopkeepers of Yarralumla have also expressed concern about the viability of their businesses.

27. While the resident population has been declining the number of visitors to the suburb and travelling through

residential areas has been steadily increasing. As a result the residential streets 'suffer from relatively high levels of through traffic and the consequent effects of traffic noise and reduced safety and amenity'⁴. The problem is compounded by the number of commuters who in an endeavour to bypass the main traffic routes use the residential streets.

28. A cause for concern in previous years had been the heavy vehicle traffic to and from the Yarralumla Brickworks through or near residential areas.

29. With the relocation of the Commonwealth Brickworks at Mitchell, tenders were invited for purchase and removal of the remaining buildings at the Yarralumla site. Certain of the buildings were purchased and subsequently re-erected at the Canberra showgrounds. In December 1976 the DCT advertised for submissions which would contribute to employment and economic activity in Canberra. In February 1977, the then Minister for the Capital Territory, the Hon. A.A. Staley made a public announcement on a proposal by Mr A.R. Marr for the development of the old brickworks site for a range of tourist oriented activities. The Department of the Capital Territory, in its submission to the Committee stated that 'no other prospective developer has ever approached the Department with a proposal for the brickworks site'.⁵

30. In October 1977 the Minister for the Capital Territory announced that agreement in principle had been reached with Mr Marr on the proposal. It was also announced that adjoining land which was suitable for housing had been freed for development. Mr Marr would have first option over

4. NCDC - Yarralumla Policy Plan, February 1979, p. 11.

5. Transcript, p. 89.

all housing sites to ensure proper co-ordination of the development. The number, form and location of the houses had still to be determined.

31. The residents of the area expressed concern about tourist traffic using residential streets for access to the old brickworks. The proposal which had been in Griffin's 1918 plan for a road around Yarralumla was revived by NCDC. This road would provide a route around rather than through residential areas of Yarralumla and would also provide direct access to the Brickworks and to other major facilities such as Weston Park. A copy of Griffin's 1918 Plan is Appendix VI. Appendix VII sets out the original and proposed routes through Westbourne Woods.

32. A road through Westbourne Woods was drawn by Walter Burley Griffin in 1917 and was part of Griffin's last amended plan in 1918. That road was part of the plan of lay-out of the City of Canberra when it was first formally gazetted in 1925. Griffin's plan also provided for the Yarralumla nursery. The road ran from the end of Denman Street to a location near the nursery. In 1915 Thomas Weston commenced the development of an arboretum known as Westbourne Woods adjacent to the nursery to test the many species that he had collected to determine their suitability for the Canberra environment.

33. With the development of Lake Burley Griffin the then Royal Canberra Golf Course behind the old Hotel Canberra was to be inundated. The Club applied for a site for a 27-hole playing area in Westbourne Woods and was subsequently offered a lease which comprises the present eighteen hole course.

34. The road proposed by Burley Griffin through Westbourne Woods was degazetted in 1961 so that the area could be leased to the Club. However at the same time

'the area adjacent to Banks Street was identified as being needed for road purposes in the future and the lease specifically requires the Club to relinquish without compensation this strip when required. Also as the National Capital Development Commission had not determined the location of a possible through road which would affect the position of the main access to the Club it was agreed that Bentham Street would serve as the temporary access. The lease contains a general power on the Commonwealth's part to withdraw areas from lease'.

6. Transcript, p. 95, (NCDC/DCT Briefing Notes).

Objections

35. The Department of the Capital Territory received thirty-five formal objections to the proposed variations, though some of the objections in fact supported the proposed variations or particular aspects of them. In addition five submissions were made direct to the Committee. Of those who commented on the tourist road, six were in favour while thirteen opposed it. There were also a number, including some of those who opposed the present gazettal, who suggested that the tourist road should be constructed through to Weston Park. The link road provoked most opposition. It was supported by only one organisation, A.R. Marr Pty. Ltd., which later agreed that a cul-de-sac arrangement would be acceptable. By contrast there were twenty-three submissions opposing the link road.

36. Other objections referred to the effect of the proposed residential development on the suburb. There was also some support for the proposed residential development. The Royal Canberra Golf Club objected to the withdrawal of land currently under lease to the Club for the purpose of constructing the tourist road. The residents of Brown Street were concerned that their narrow private street would be turned into 'a high density, noisy, dangerous commuter trunk route'. 7

37. The major objection to the proposed roads was that they would add to the already relatively high levels of traffic on existing residential streets. The Yarralumla Action Committee suggested that traffic would increase as a result of visitors attracted to the brickworks proceeding on to Weston Park and through the streets of Yarralumla. It

7. Transcript, p. 310.

was also suggested that the link road would encourage external commuter traffic to travel through the suburb. The Yarralumla Traders' Association suggested that the link road would become the first available by-pass off Adelaide Avenue for commuters travelling along the Cotter Road to the City. In summary it was claimed that Yarralumla already has many roads that are overloaded and these roads should not be overloaded any further.

38. In its Policy Plan NCDC notes that Novar Street is already approaching its 'environmental capacity' for a road of this type. It was also noted that while the opening of the Molonglo Arterial in 1980 would provide some relief from commuter traffic, it would not significantly affect recreational flows and in the future there would be increased recreational traffic in residential streets under the current road pattern. The Yarralumla Primary School was concerned that proper consideration be given to traffic control, particularly at intersections along Novar and Bentham Streets.

39. It was also suggested that the proposed housing was out of character with the area; existing residents would be excluded from areas where they had been used to walking and exercising their animals; and that the plans for residential development have implications for change in the pattern of residential development in the suburb. It was claimed that a special feature of Yarralumla is that it has a socio-economic diversity of a kind that exists in few other suburbs in Canberra. By contrast other residents approved of the proposals and indicated an interest in moving into the proposed housing.

40. The Royal Canberra Golf Club claimed that the tourist road would seriously affect the development of the

club to the desired standard since 7.9 hectares of club land was to be resumed; though the problem could be overcome if the Club was given additional land suitable for further development. However, according to the Golf Club 'there has been a total failure by the planning authorities ... to recognise the role of the Royal Canberra Golf Club in the National Capital'.⁸ It was also suggested that the resumption of the land would seriously affect the Club's chances of establishing an international championship layout.

41. There were also objections to the construction of residential accommodation at a time when there is a surplus of serviced sites and vacant housing in Canberra. In response to a question the DCT advised that at present 'there is no more than three years supply of land on hand. That is not much more than the normal pipeline requirements'.⁹ The question of the number of residential units proposed to be built was also raised. A number of witnesses suggested there could be up to 400 units. Mr Marr advised the Committee that an early plan was for 491 units, however in 1977 a plan was prepared for 212 dwellings and this was approved in principle. Mr Marr's current plan is for 100 to 120 dwellings. The NCDC advised the Committee that there would not be more than 212 houses.

42. There was general support for the tourist development at the brickworks and the Yarralumla Traders' Association considered that the housing development at the brickworks would be of benefit to the local traders. The particular development would add to the number of tourist

8. Transcript, p. 210.

9. Transcript, p. 184.

• attractions in Canberra and it was estimated by the
developer that next year the project could attract 300,000
• or more visitors.

The Tourist Road

43. As noted earlier the tourist road will provide direct access from the Cotter Road to the brickworks. A further stage in the proposal for the road would be completed by extending it northwards through land occupied by the CSIRO Division of Forest Research and the Royal Canberra Golf Club and on to Weston Park. A number of witnesses expressed concern that the second stage of the road would not be undertaken and the tourist traffic from the brickworks would utilise the existing residential streets, particularly Banks Street. It was suggested that the tourist road should be constructed in its entirety.

44. The Standing Committee on Lands Planning and Environment of the A.C.T. Assembly recommended on 30 March 1979

'that, to ensure that the residential amenity of Yarralumla is protected, Stage II of the proposed West Yarralumla Tourist Road be gazetted and programmed within twelve months of the completion of such procedure for Stage I'.¹⁰

This committee is also concerned to protect the amenity of the residents of Yarralumla and would propose that Stage II of the West Yarralumla Tourist Road from the brickworks to Weston Park be included in the next series of variations to the plan of layout of the City of Canberra and its environs. The Committee has noted that in its Policy Plan for Yarralumla the NCDC states that 'it would be some time before the road would be completed by extending it northwards through CSIRO and on to Weston Park'.¹¹

10. Transcript, p. 8.

11. NCDC - Yarralumla Policy Plan, February 1979, p. 17.

45. However such a proposal would have a significant effect on a number of other organisations and residents in the area. The Committee would hope that discussions could be held with those affected and if possible solutions proposed by the time the next series of variations are to be considered. Those issues of particular concern to the Committee are considered in the following paragraphs.

46. The Royal Canberra Golf Club claimed that for the last twenty years it had been writing letters to the Department of the Capital Territory seeking additional land for the further development of the Club. However there had not been a fair proposition made to it. In its Policy Plan for Yarralumla NCDC referred to 'Lee's Paddock' and the Dunrossil Drive pine forest which are located across Dunrossil Drive and suggested the land could be used to enable extension of the golf course. The possible expansion of the golf course onto land presently occupied by the Yarralumla Nursery was also suggested at the public hearings. Both these possibilities should be further discussed by the appropriate authorities and the Golf Club. This Committee supports the view of the Assembly's Standing Committee on Lands Planning and Environment in regard to Lee's Paddock. 'If it was to be alienated, other comparable agistment in the immediate area should be substituted'.¹²

47. This Committee also supports the view that the Royal Canberra Golf Club should be developed as a truly national sporting facility, capable of hosting national and international events.

12. Report No. 51 - Yarralumla Policy Plan.

48. The proposed tourist road would also involve the CSIRO in some loss of land. A valuable stand of experimental pine trees would be affected and according to the Policy Plan it would be five years before these could be re-established at alternative locations. The Committee suggests that this matter be further discussed with the Forestry Division of CSIRO with a view to establishing a program for the re-establishment of these trees.

49. Brown Street would connect the completed tourist road with Alexandrina Drive and the residents of this street would suffer from potentially much higher traffic flows. The residents of the street feel they would be significantly adversely affected by increased traffic flows. NCDC have suggested 'that such problems could be reduced by constructing a new carriageway between Brown Street and Orana Bay, isolating Brown Street from the through road system'.¹³ The Committee suggests that this and other possibilities be further investigated to alleviate any future problem for the residents of Brown Street related to the development of roads in the area.

50. The residents of the northern end of Banks Street have indicated their opposition to any tourist road that passes within one hundred metres of any residential building. The proposed tourist road would, according to NCDC, affect some houses at the northern end of Banks Street. Drive-way access would be to Banks Street and noise was not considered to be a problem. The Committee suggests that further information be provided as to how the residents of Banks Street might be protected from traffic noise.

13. NCDC Yarralumla Policy Plan - February 1979, p. 28.

51. At the hearings the DCT advised that the question of the Royal Canberra Golf Club extending into the nursery site is not at present under consideration. It has been estimated that the minimum cost of relocating the nursery would be \$2 million. However, it would seem that a part of the nursery might be made available to the Club.

52. The Committee, in considering the proposed tourist road, has been particularly aware of the need to ensure that the residential streets of Yarralumla are not overloaded with tourist and commuter traffic. It acknowledges that the proposed brickworks development would generate additional tourist traffic and would like to ensure that as far as possible such traffic by-passes residential streets.

The Committee therefore recommends:

- (1) that the modifications of the previously gazetted alignments of Cotter Road and Dudley Street be approved;
- (2) that the cul-de-sac to provide access to the proposed redeveloped Old Canberra Brickworks be approved;
- (3) that stage 2 of the West Yarralumla Tourist Road from the Old Canberra Brickworks to Weston Park be included in the sixty-eighth series of variations;
- (4) that detailed discussions be held on Stage II of the West Yarralumla tourist road with CSIRO, the Royal Canberra Golf Club and the Department of the Capital Territory as the authority responsible for the Yarralumla Nursery, prior to the sixty-eighth series of variations;

- (5) that at the hearings on the sixty-eighth series of variations proposals be presented which would -
- (a) provide for the future extension and development of the Royal Canberra Golf Club to appropriate national and international standards, including the possible re-allocation or re-alignment of the boundaries of: (i) the Yarralumla Nursery and (ii) Lee's Paddock,
 - (b) suggest future measures to alleviate the problems that Brown Street residents are likely to suffer from the proposed tourist road,
 - (c) provide details of measures that might alleviate any problems likely to be encountered by the CSIRO as a result of the proposed tourist road.

The Link Road

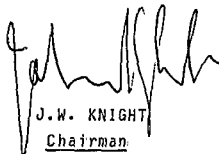
53. This road would connect the proposed tourist road and the existing residential street system. It would serve the proposed housing sites in Section 94 and adjacent to the tourist centre. The Committee considers that such a proposal would provide an easy opportunity for commuters to use the residential streets rather than the existing roads. It has considered the proposals for a cul-de-sac linking the residential development to Yarralumla or to the Cotter Road as alternatives to a link road. However the Committee is concerned at the lack of information on the future road layout within the proposed residential area.

54. The Committee was advised that NCDC is still waiting for a firm proposal on the residential development of Section 94. The Committee would therefore like to have more information regarding the proposal.

The Committee recommends that the link road to Denman Street not be approved until this Committee has had the opportunity to consider and report on the detailed road lay-out for proposed residential development around the Brickworks.

Conclusion

55. In arriving at its decisions the Committee was aware of the significant potential of the brickworks development both as a major tourist and community facility in the A.C.T. and as an attraction of particular historical significance not only to residents of the A.C.T. but to the citizens of Australia and visitors from overseas. The Committee also recognises the importance of the Royal Canberra Golf Club as a local club and as a national and international sporting venue. We have therefore suggested measures to meet the Club's needs and emphasised that the responsible authorities should enter into early discussions with the Club to determine measures to this end. At the same time the Committee has sought to protect the environment and rights of the residents of Yarralumla. It has long been one of the features of Canberra suburbs that most commuter traffic should avoid residential streets. The Committee would hope that the construction of the tourist road in its entirety would ensure that this also applies to one of Canberra's oldest suburbs.



J.W. KNIGHT

Chairman

7 May 1978



COMMONWEALTH OF AUSTRALIA

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

9 APR 1979

My dear Senator,

On 6 March 1979 a notice of intention to vary the plan of layout of the City of Canberra and its environs was published in Gazette No. S 44.

Wide publicity has been given to the proposals, which represent the 67th series of variations to the plan, and public reaction has been sought.

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

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

APPENDIX II

LIST OF WITNESSES

<u>Witness</u>	<u>Pages of Evidence</u>
Department of the Capital Territory Mr R.G. Gallagher Assistant Secretary Residential Leases Branch.	19 - 206, 251 - 258, 484 - 495.
Mr K.R. Black OIC Statutory Processes Residential Leases Branch.	
National Capital Development Commission Mr J.W. Nairn First Assistant Commissioner (Engineering).	19 - 206, 251 - 258, 484 - 495.
Mr J.J. Campbell First Assistant Commissioner (Planning).	
Royal Canberra Golf Club Mr D.J. Crossin President.	207 - 259, 456 - 483.
Mr W.D. Hawe Secretary.	
Yarralumla Action Committee Mr G.J. Harvey Chairman.	263 - 288.
Mr B.N. Thiedeman Convenor, Recreation Working Group.	
Mr R.D. Cheatley Convenor, Residential Working Party.	
Ms. A.L. Allworth Convenor, Vehicular Traffic Working Party.	
Yarralumla Traders' Association Mr K.J. Wilson President.	289 - 299.
Mr J. Martin Secretary.	

A.C.T. Legislative Assembly Standing Committee on Lands, Planning and Environment. Mr W.W. Lennon M.L.A. Chairman.	300 - 308.
Brown Street Residents' Group Mr B.M. Ayers Member. Mr T.V. Sweeney Member.	309 - 321.
A.R. Marr Pty. Ltd. Mr A.R. Marr Chairman of Directors.	324 - 346.
Mr G.J. Harvey	347 - 382.
Mr R.D. Cheatley	383 - 393.
Mr J. Stern	394 - 405.
Mr A.W. Matthews	406 - 414.
Mr T.M. Hawkins	415 - 449.
St Peter Chanel's School Mr J.R. Bradley Principal.	450 - 455.

APPENDIX III

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

F.L. Adams
A.L. Allworth
June H. Barnett
P.A. & J.K. Bubb
Canberra Branch of the ACT Division of the
Liberal Party
CSIRO Division of Forest Research
Mrs M. Fraser
W.D. Forsyth
J.W. Hicks
G. & R.L. Jacobson
C.W.F. Johns
Mr and Mrs H. Jones
Mrs M. McCay
R.G. Miller
A.J. & J.A. Moore
R. Muecke
G. Pause
B.L. Polden
R. Refshauge
J. Rees and R. Brissenden
Mrs A. Stefanou
R.G.A. Smith
D.W. & J.L. Smith
Residents of the northern end of Banks Street
P. & R. Wilkinson
Edward G. Crossing
T. & R. Wilkinson.

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

67th SERIES

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

CANBERRA
APRIL 1979

67TH SERIES OF VARIATIONS TO THE CITY PLAN BRIEFING MATERIAL

CONTENTS

SECTION 1

1. NOTE ON 67TH SERIES OF VARIATIONS
2. PUBLIC INFORMATION
3. REFERRAL BY MINISTER
4. NOTE ON 66A SERIES OF VARIATIONS
5. VARIATION 1: KALEEN/GIRALANG CYCLE PATH
6. VARIATION 2: BELCONNEN, SECTION 48
7. VARIATION 3: CANBERRA CENTRAL, RANDWICK ROAD
8. VARIATION 4: BELCONNEN, CORK OAK PLANTATION
9. VARIATION 6: DEAKIN, SECTION 31
10. VARIATION 7: GRIFFITH, MANUKA CIRCLE
11. VARIATION 8: PHILLIP, SECTION 6
12. VARIATION 9: PHILLIP CYCLE PATH
13. VARIATION 10: WARAMANGA, SECTION 44
14. VARIATION 11: FYSHWICK, CANBERRA AVENUE
15. VARIATION 12: THEISS COTTAGE, KAMBAH
16. VARIATION 13: PINE ISLAND RESERVE

SECTION 2

- 1 VARIATION 5: YARRALUMLA, SECTION 94

SECTION 1

SEAT OF GOVERNMENT (ADMINISTRATION) ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA
AND ITS ENVIRONS (67TH 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. S44 of 6 March 1979. They have been prepared for the inquiry by the Joint Parliamentary Committee on the Australian Capital Territory into the 67th series of variations to the plan.

The variations were referred to the Committee by the Minister for the Capital Territory on 9 April 1979, pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 67th series of variations comprises thirteen items, 10 of which are sponsored by the National Capital Development Commission and the remaining three by the Department of the Capital Territory. The Department will also be making submissions on three on the NCDC sponsored items. (Variations 4, 5 and 10).

Copies of all objections and submissions received as a result of the Department's publicity of the proposals are included with these notes.

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 nine occasions between 6 and 27 March 1979.

The Department also mounted displays at the Belconnen Mall, Monaro Mall, Dickson Library, Woden Plaza, Cooleman Court, Wanniasa Shopping Centre and at Yarralumla. All of the displays showed each of the thirteen proposals with the exception of the one mounted in K & M Wilson's store in Yarralumla which showed only the Yarralumla plans.

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



COMMONWEALTH OF AUSTRALIA

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

9 APR 1979

My dear Senator,

On 6 March 1979 a notice of intention to vary the plan of layout of the City of Canberra and its environs was published in Gazette No. S 44.

Wide publicity has been given to the proposals, which represent the 67th series of variations to the plan, and public reaction has been sought.

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

Yours sincerely,

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

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

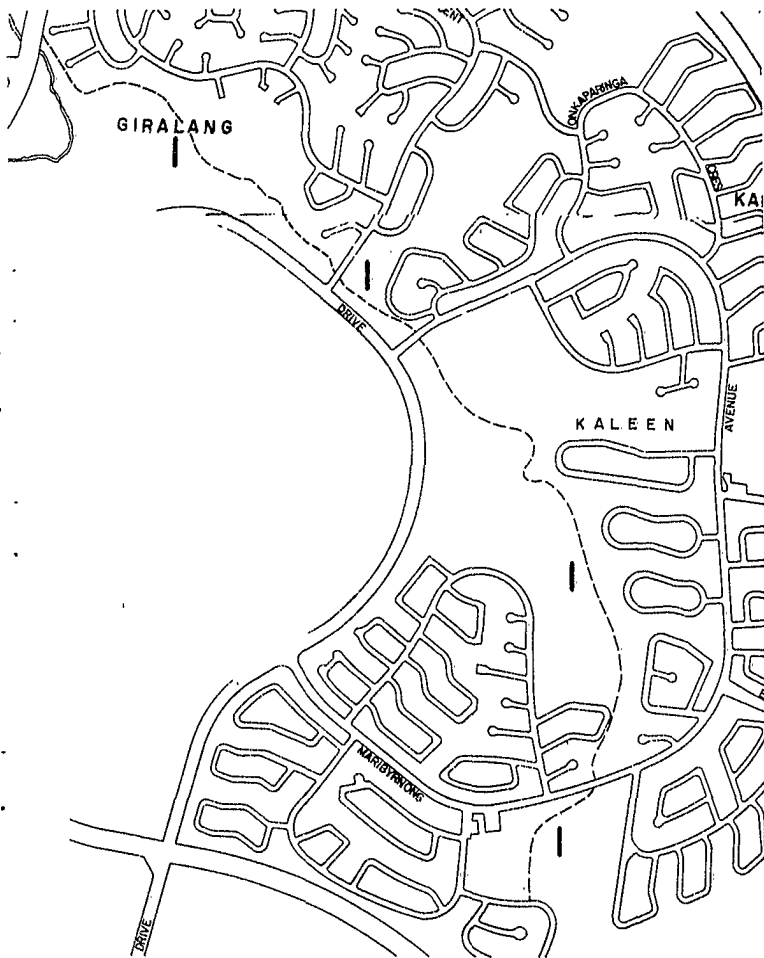
NOTE ON THE 66A SERIES OF VARIATIONS

On 21.3.79, the Committee reported on its findings on the 66A Series of variations as part of its report on the Ginninderra Creek/Lake Ginninderra inquiry.

All of the Committee's recommendations are acceptable to the Department and the National Capital Development Commission. As a consequence, the Minister's formal notice of variation (reflecting the notice of intention to vary the plan which was published on 27.10.78) is expected to be tabled in both Houses soon after Parliament resumes in early May.

VARIATION 1—(MAPS Q5 AND P5):

KALEEN, GIRALANG: Addition to the plan of a cyclepath from Ginninderra Drive through Kaleen and Giralang to William Slim Drive.



VARIATION 1

MAPS Q5 AND P5

KALEEN, GIRALANG

CYCLE PATH

1. Purpose

The cyclepath is an integral part of the trunk cycleway system throughout Canberra as shown in the leaflet "Canberra Cycleways" (NCDC Nov 1977). It provides a cyclepath from Ginninderra Drive through Kaleen and Giralang to William Slim Drive.

2. Length - 4.6 km.

3. Cost - \$110,000

4. Existing Development

The proposed path will run parallel to the main floodway system through open areas of Kaleen with appropriate links to schools, shops and sport facilities in both neighbourhoods.

5. Proposed Development

The path will be a 1.5 m wide cyclepath providing cycle access through Kaleen and Giralang. The cyclepath will connect to the proposed Bruce cyclepath and the cyclepath constructed as part of the William Slim Drive contract.

6. Particular Planning Considerations

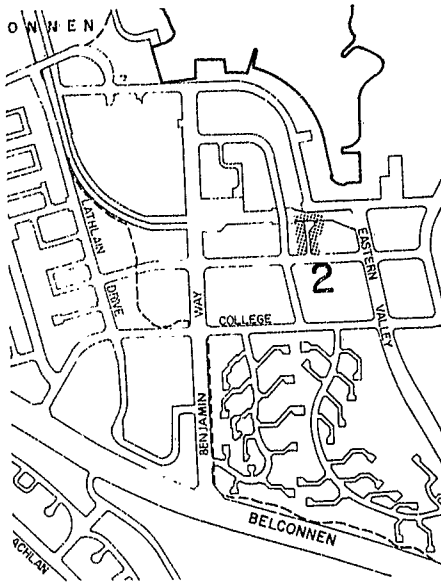
The cyclepath has been integrated with the various developments and pedestrian systems within Kaleen and Giralang and with proposed cyclepath developments.

7. Public Information/Consultation

Discussions on the proposed route have been held with Pedal Power and the Kaleen Community Association. The proposal has also been discussed at public meetings of Kaleen and Giralang residents.

No objections have been received by the Commission. The Department of the Capital Territory has endorsed the construction of the Kaleen-Giralang cyclepath as part of the trunk route system.

VARIATION 2 (MAP P5):
BELCONNEN, Section 48: Addition to the plan of
an access road off Cameron Avenue to serve three
sites for club and institutional use.



VARIATION 2

MAP P5

BELCONNEN, SECTION 48

ACCESS ROAD

1. Purpose

To provide a rear access road on Section 48, Belconnen to serve three sites for licensed social clubs and institutional uses fronting Chandler Street.

2. Length

The length of the road is 100 m.

3. Estimates Cost

The estimated cost of the work is \$45,000.

4. Existing Development

At present, Section 48 is vacant, but sites have been approved by NCDC for two licensed social clubs fronting Chandler Street. A public car park is planned for the remainder of Section 48 east of the proposed service road.

Section 48 is bounded on the north by the Belconnen Intertown public transport reservation, and across Chandler Street on the west by Cameron Offices. The southern boundary will be formed by Cameron Avenue extension (currently under construction) and faces a public car park and vacant development site. The eastern boundary is Eastern Valley Way.

5. Proposed Development

rear side of three development sites fronting Chandler Street. The road will be located off Cameron Avenue extension, and will enable the normal service requirements of these sites to be met.

In the case of the ALP Club site (Block 1 of Section 48) the access road will also allow entry/exit of motel residents once the units are constructed.

A turning circle will be provided at the northern end of the cul-se-sac.

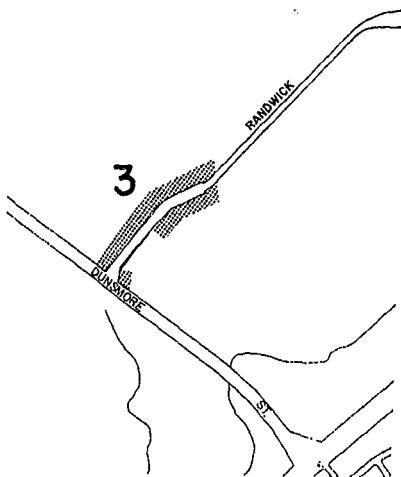
6. Particular Planning Considerations

Construction of the rear service road will avoid the necessity for service vehicle access off Chandler Street.

7. Public Information

Discussions have been held with prospective lessees. Preliminary building plans have been designed on the basis of a rear service road.

VARIATION 3--(MAP P5);
CANBERRA CENTRAL DISTRICT, Blocks 422 and
1279: Modification of the width of the reservation
of Randwick Road to conform with existing
property boundaries.



VARIATION 3

MAP P5

CANBERRA CENTRAL DISTRICT, BLOCKS 422 AND 1279

RANDWICK ROAD

1. Purpose

This variation involves a minor modification to the gazetted boundary of Randwick Road in order to bring it into conformity with the adjacent property boundaries.

2. Length

The length of road involved is 1.5 km.

3. Cost

Nil.

4. Existing and proposed development

The land is, and will continue to be, occupied by the Canberra Riding School.

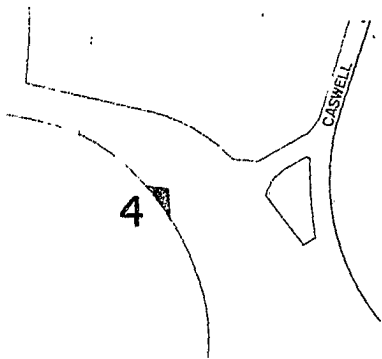
5. Particular Planning Considerations

Nil.

6. Public Information/Consultation

The proposal has been discussed with the lessees, Canberra Riding School, during negotiations for a new lease.

VARIATION 4—(MAP N5):
BELCUNNEN, Block 188: Deletion from the plan
of a small section of William Maxwell Drive which
currently encloses part of the Clark oak plantation
on Block 188.



VARIATION 4

MAP N5 .

BELCONNEN DISTRICT, BLOCK 188

WILLIAM HOVELL DRIVE

1. Purpose

To degazette the triangular portion of Block 188, Belconnen - the Cork Oak Plantation - which is currently contained within the gazetted road reservation of William Hovell Drive.

2. Area

One side of the triangular portion to be degazetted is 129.27 m long and currently forms part of the boundary of the road reservation of William Hovell Drive. The other two sides of the triangle are 75.855 m and 93.385 m long and will form the future boundary of William Hovell Drive. The area contained within the triangle is approximately .35 ha.

3. Cost

Nil.

4. Existing Development

The Cork Oak Plantation is contained within Block 188, Belconnen (including the triangle described above) and is flanked by grazing land to the west and the construction works associated with the Glenloch Interchange to the east.

5. Proposed Development

William Hovell Drive will pass immediately to the north of Block 188 and will incorporate an equestrian underpass which will direct equestrians to the east of the Cork Oak Plantation.

6. Particular Planning Considerations

The equestrian underpass has been located, orientated and designed so that both the road and the equestrian trail do not encroach within the boundary of Block 188, Belconnen.

7. Public Information/Consultation

The Minister's directive to degazette the Cork Oak Plantation from the William Hovell Drive reservation followed Senator Knight's request that the Cork Oak Plantation be preserved and incorporated in the National Estate and was reported in the Canberra Times.

Department of Environment, Housing and Community Development

Commonwealth of Australia

Australian Heritage Commission Act 1975.

PROPOSED LISTING IN THE REGISTER OF THE NATIONAL ESTATE

THE Australian Heritage Commission, as required by paragraph 23 (2) (a) of the *Australian Heritage Commission Act 1975*, hereby gives notice that it proposes to list in the Register of the National Estate the places described in the Schedule. It will consider all written objections to the proposed listing that are received on or before 21 February 1979. All objections may be addressed to the Commission at P.O. Box 1567, Canberra City, A.C.T. 2601.

Dated 21 November 1978.

LS

The common seal of the Australian Heritage Commission

The Register of the National Estate is an inventory of 'those places, being components of the natural environment of Australia, or the cultural environment of Australia, that have aesthetic, scientific or social significance or other special value for future generations, as well as for the present community'.

The Act provides that Commonwealth Ministers and agencies must not take any action which would adversely affect any place on the Register unless there is no feasible or prudent alternative, unless all action is taken to minimise damage where there is no such alternative, and unless the Commission is informed and given time to comment. Registration is not directed at the actions of State Government, Local Government, or private owners and institutions. The Register will be used as a basis for the development of programs to protect, improve, and present properties and places forming part of the National Estate.

A comprehensive Register will take many years to compile and will be a continuing process. All registrations will have the same status irrespective of the time of their entry. There are no gradings between different categories of places on the Register.

SCHEDULE

NEW SOUTH WALES

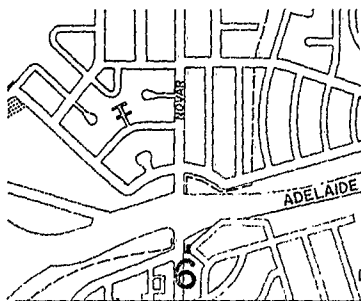
A number of places listed in the schedule below are suffixed by '(See Note 1)'. The following should be referred to in such cases:

Note 1—A map of this area, showing more precise boundaries is available for inspection at the Office of the Commission, Level 5, Civic Permanent Centre, Ailara Street, Canberra. Copies of this map will be supplied on request.

Name	Address
<i>Ashford Shire</i>	
Beardy River Area—(See Note 1)	58 700 ha, adjoining the town of Torrington. Approximate boundaries: commencing at Torrington the boundary proceeds along the boundaries of the following portions to include those portions within the area: Parish Highland Home—19, 52, V.C.L. 51, 91; Parish Wellington Vale—68, 283; Parish Highland Home—74, 69; then to include the adjacent portion 27, then to exclude the following portions: Parish Wellington North—38, 76, 87, 86, 85; Parish Paradise North—15. The boundary then follows generally Glen Creek and the Beardy River, and skirts to exclude the Dumaresq River and follows the boundaries of the following portions so as to include those portions in the area: County of Gough, Parish Dumaresq—11; County of Clive, Parish Blain—6, 4, 5, V.C.L. R1998; Parish Bingham—45; Parish Dumaresq—37; then along Silent Grove Creek; then to include portions Parish Silent Grove—8, 1; Parish Bates—6, 14; Parish Annandale—68, 70, 16, 30, then to exclude R 16903, then to include portions 79, 29, 28, 21 (Parish Annandale)
Graman Area	Approximately 1200 ha, located along Ottleys Creek, 12 km north west of Graman, defined as the area enclosed by straight lines between the following Australian Map Grid points: 9039-875482, 897484, 896463, 877430, 862433 and 875482

VARIATION 6--(MAP NS):

DEAKIN, Section 31; Deletion from the plan of the intersection of Jersey Street and Kent Street to bring the plan into conformity with the roads as constructed.



VARIATION 6

MAP N5

DEAKIN, SECTION 31

JERSEY STREET

1. Purpose

This variation which closes the intersection of Jersey Street and Kent Street reflects a road closure which actually took place in the early 1960's. The variation brings the plan into line with the roads as constructed.

2. Length

Approximately 15 metres.

3. Cost

Nil.

4. Existing and Proposed Development

Residential.

5. Particular Planning Considerations

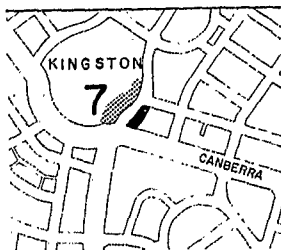
Nil.

6. Public Information/Consultation

Not necessary.

VARIATION 7—(MAP MS):

GRIFFITH: Modification of the garteted assignments at the intersection of Canberra Avenue, Manuka Circle and Captain Cook Crescent to enable improvements to the road alignment and geometry.



VARIATION 7

MAP M5

GRIFFITH

ROAD RE-ALIGNMENT

1. Purpose

This variation is proposed to facilitate improvements to the alignment and geometry of the intersection of Canberra Avenue, Manuka Circle and Captain Cook Crescent. This area has been the site of a large number of accidents and is subject to localised flooding. The intersection improvements have been designed to overcome these deficiencies.

2. Scale of Works

The intersection is located in South Canberra near Manuka Oval and the improvements will radiate approximately 50-100 metres in each direction from the intersection.

3. Cost

The estimated cost of the improvements is \$200,000.

4. Existing Development

The existing intersection has substandard geometric features. There is an oval-shaped traffic island in the centre of the intersection and the section of Manuka Circle is part of a ring road around Manuka Oval. St Paul's Church, Eastern Suburbs Rugby Club and Endeavour House are located near the intersection.

5. Proposed Development

The intersection improvements comprise a realignment and straightening of Canberra Avenue. The eastern leg of Manuka Circle will be deviated towards Manuka Oval in order to provide a reasonably square intersection. Captain Cook Crescent will be adjusted only to a small extent. Also related to these works is the improvement of the stormwater pipes from Griffith

Park through this intersection and eventually discharging into Lake Burley Griffin.

6. Particular Planning Considerations

The main issue that needs to be considered in relation to these works is the effect on traffic patterns in adjacent areas. A study of traffic demands concluded that no adverse impacts would occur on nearby residential areas. There would be no marked desire for the existing residents to change their existing traffic routes and no external traffic through South Canberra would have a wish to travel on residential streets because of the improved intersection.

There will be some loss of mature trees in the area, however the design of roadworks is intended to minimise this disturbance.

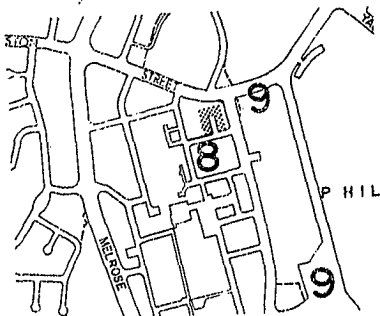
7. Public Information/Consultation

Consultation has taken place with the management of St Paul's Church, Manuka and the Eastern Suburbs Rugby Union Club.

The Manuka Traders' Association has been advised that some angle parking adjacent to Endeavour House will be replaced by a parallel loading zone. Whilst being disappointed at a loss of parking space, the Association support NCDC's objective of improved safety at this intersection.

VARIATION 8--(MAP M5):

PHILIP, Section 6: Addition to the plan of an access road off Matilda Street to provide lease access to Block 4 Section 6 and minor modifications to the road reservation of Matilda Street and at the intersection of Callan and Lancement Streets to bring the plan into conformity with the roads as constructed.



VARIATION 8

MAP M5

PHILLIP, SECTION 6

ROAD MODIFICATIONS: MATILDA, CALLAM AND LAUNCESTON STREETS

1. Purpose

Proposal 1: Degazettal of a 3 metre wide strip of the Matilda Street road reservation adjacent to Blocks 5 and 6 which has an excessively wide verge and is not required for road purposes. This will increase the depth of Blocks 5 and 6 to minimum acceptable dimensions required for prospective users.

Proposal 2: Degazettal of the small portion of road reservation no longer required at the intersection of Launceston and Callam Streets, following reconstruction of the intersection.

Proposal 3: Inclusion of a 50 metre length of road off Matilda Street to provide an address frontage to the Greek/Australian Hellenic Club. Portion of this road has been constructed as part of the access to the existing parking area on Section 6.

2. Estimated Cost

Proposals 1 & 2 : Nil.

Proposal 3: Estimated cost \$10,000.

3. Existing Development

Presently the only building development on this section is the initial stage of the Greek/Australian Hellenic Club, which is located on Block 4. The car parking area is located to the north-west of the Section.

4. Proposed Development and Policy Plan

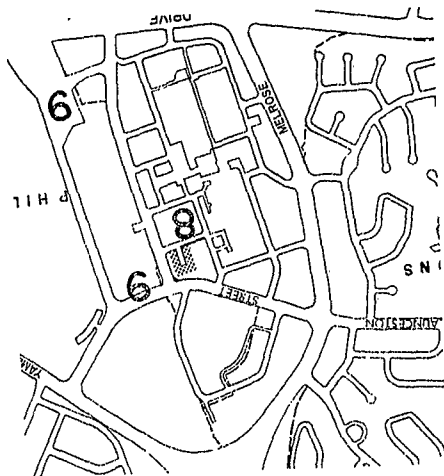
The balance of Section 6 is proposed to be developed for club/entertainment sites and car parking. Blocks fronting Matilda Street will be released for club or similar purposes as the need arises.

5. Public Consultation

DCT and the Greek/Australian Hellenic Club support the proposals.

VARIATION 9--(MAP M5):

PHILLIP: Addition to the plan of a cyclepath from Irving Street through the Woden Town Centre to Athlone Drive.



VARIATION 9

MAP M5

PHILLIP

CYCLE PATH

1. Purpose

To gazette those portions of the trunk cycle route in Phillip which are required to provide access into the Town Centre and provide a continuous link between the cycleway already constructed to Irving Street and the cycleway being constructed as part of the Athlon Drive project.

2. Length

750 metres

3. Cost

The estimated cost is \$19,000.

4. Existing Development

Undeveloped.

5. Proposed Development

Bitumen Trunk Cyclepath 1.5 metres wide.

6. Particular Planning Considerations

Not applicable.

7. Public Information/Consultation

Pedal Power have been informed of and support the Cycleway proposals for the area. DCT have agreed to the Cycleway and the way in which NCDC is proceeding.

VARIATION 10—(MAP M5):
WARAMANGA, Section 44; Inclusion on the plan
of an existing access road to the Waramanga play-
ing fields to provide lease access to Blocks 2 and
3, Section 44.



VARIATION 10

MAP M5

WARAMANGA, SECTION 44

ACCESS ROAD

1. Purpose

Gazettal of an existing road from Namatjira Drive to the Waramanga Playing Fields to provide for new lease frontages for Blocks 2 and 3, Section 44, Waramanga.

2. Length

The length of the road to be gazetted is approximately 110 metres.

3. Cost

The road was originally constructed as part of the Waramanga Playing Fields project.

No cost will be incurred as a result of this gazettal action.

4. Existing and Proposed Development

Blocks 1-4 Section 44, Waramanga, comprise a Roman Catholic Parish Centre. Access to Blocks 2 and 3 Section 44, Waramanga is currently on battleaxe arrangement from Namatjira Drive.

With a minor adjustment of the boundaries of Blocks 1 to 3, a better access arrangement can be provided direct to the proposed gazetted road. Acceptance of the proposal would obviate conflicting traffic access at Namatjira Drive.

The existing road is capable of meeting the slightly increased traffic generated by the revised leasing arrangement.

5. Particular Planning Considerations

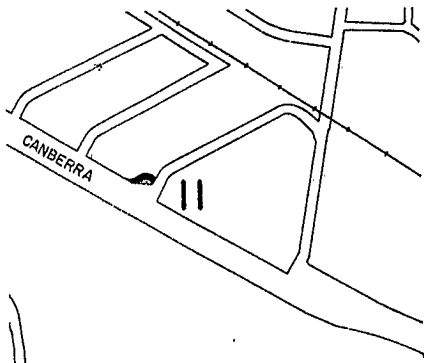
Nil.

6. Public Information/Consultation

The lessee agrees with the proposal.

VARIATION 11—(MAP M6):

PHYSHWICK: Modification of the intersection of the
Canberra Avenue service road and Whyalla Street
to enable improvements to the intersection.



VARIATION 11

MAP M6

FYSHWICK

CANBERRA AVENUE SERVICE ROAD

1. Purpose

Modification of approximately 75 metres of the reserve for the Canberra Avenue Service Road leading up to its intersection with Whyalla Street to allow straightening of the service road at its intersection with Whyalla Street and elimination of a dangerous curve.

2. Length

The length of road is 75 metres and involves gazettal of an area of approximately 0.2 ha of land.

3. Cost

The estimated cost is \$10,000.

4. Existing Development

Existing development is unoccupied Crown land.

5. Proposed Development

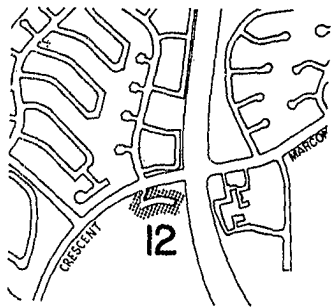
The development involves the reconstruction of 75 metres of road.

6. Particular Planning Considerations

7. Public Information/Consultation

The matter has been discussed with Fyshwick Traders Association, who have requested that the gazettal proceed to enable realignment of a dangerous curve in the service road.

VARIATION 12—(MAP L5):
KAMIAH, Section 115: Inclusion on the plan of an
existing access road to the "Athlon" homestead to
provide lease access.



VARIATION 12

MAP L5

KAMBAH, SECTION 115

"THEISS COTTAGE" ACCESS ROAD

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

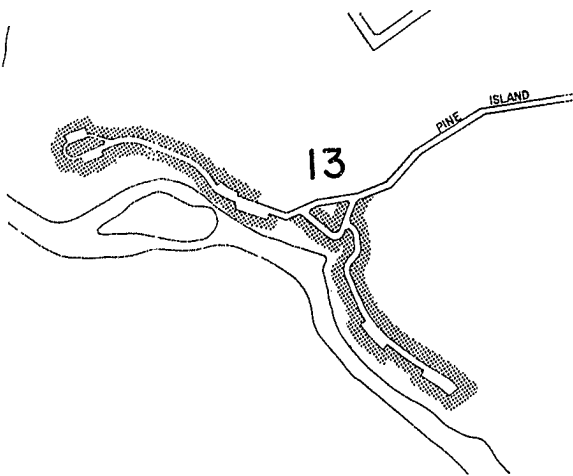
Nil.

6. Public Information/Consultation

Discussed with proposed lessees.

VARIATION 13 (MAP K5):

TUGGIE BANDING DISTRICT: Addition to the plan of two access roads and parking areas off Pine Island Road to permit further development of the Pine Island Reserve.



VARIATION 13

MAP K5

TUGGERANONG DISTRICT

PINE ISLAND RESERVE

1. Purpose

To provide sealed access roads and parking areas to extend the existing Pine Island Recreation Area.

2. Length

Stage 1 - the length of the road is approximately 775 m to the end of the second car park.

Stage 2 - the length is approximately 700 m from the end of the currently gazetted existing roadway to the end of the car park.

3. Cost

Stage 1 - the cost of the road and car park is estimated at \$67,000.

Stage 2 - the cost of the works is estimated at \$75,000.

4. Existing Development

The existing Pine Island Reserve is a popular recreation area on the Murrumbidgee. Heavy use of the area at peak periods is causing concern to DCT as managers of the area. Facilities on the site include parking, road access, a toilet block, play area, picnic areas, barbecues and shelters.

5. Proposed Development

The projects are the first two stages of the development of the Murrumbidgee River Corridor in Tuggeranong as a major recreation resource. The works will provide picnic areas and toilet facilities on the east bank of the river both upstream and downstream of the existing Pine Island Reserve

and will aim to alleviate the pressure already being placed on existing resources in this very popular park.

A sealed access road from the existing Pine Island Road and parking for 200 cars will be constructed in the first stage of the works upstream of the Reserve.

A sealed access road and parking for 80 cars will be constructed downstream of the Reserve in Stage 2.

6. Particular Planning Considerations

In the detail design of the site, particular consideration was given to the need to protect certain sections of the river banks from possible breakdown by pedestrian traffic. The locations of car parks and barbecue areas have been chosen to minimise this impact.

The number of car parks at each location has been related to the environmental capacity of this section of the river corridor and the roads have been sited to take into account the need to reduce the amount of roadworks on the sideslopes.

7. Public Information/Consultation

Plans indicating the development intentions of Stages 1 and 2 have been on display and public comment invited through the local press and by letter to the following organisations:-

Kambah Residents' Association
Wanniassa Community Association
National Parks Association of ACT
Society for Social Responsibility in Science, ACT
ACT Nudist Club
Keep Australia Beautiful Council
Murrumbidgee Monitoring Association

The Kambah Residents' Association also published the proposal in its regular newsletter.

In response, the National Council of Women of ACT (Inc.) and the National Parks' Association of the ACT Inc. wrote to the Commission supporting the proposals. Representatives of the Kambah Residents' Association and the Society for Social Responsibility in Science (ACT) also visited the Commission and viewed the plans.

SECTION 2

VARIATION 5

MAP N5

YARRALUMLA, SECTION 94

BRICKWORKS RE-DEVELOPMENT

1. Purpose

To vary the City of Canberra Plan in order to provide access to the proposed redevelopment of the Brickworks Area in West Yarralumla for tourist and residential purposes.

The variations consist of -

- a) the first stage of a proposed scenic tourist road on the western flank of Yarralumla, which will provide access to a proposed Tourist Centre on the old Brickworks site;
- b) the connection of the proposed scenic tourist road to Dudley Street, the Cotter Road and association intersection improvements;
- c) the provision of a collector road connection between the proposed scenic tourist road and the existing residential street system to serve proposed housing sites related to the Tourist Centre proposal.

It is estimated that the proposed tourist facilities planned for the Old Canberra Brickworks could generate some 400 vehicle movements into, and out of, the proposed complex during the peak hour of operation.

2. Estimated Cost

a) Roads -

Tourist Road 0.8 km from Dudley Street to west of Brickworks	\$175,000
Extension of Woolls Street to Tourist Road	\$ 60,000
Duplication of Cotter Road at intersection	250 000

b) Hydraulic Services
Sewer/stormwater/water \$175,000

c) ACTEA Undergrounding -
11kv cable \$ 35,000
\$695,000

3. Existing and Proposed Development

a) Existing Development

The Yarralumla Brickworks site is disused following relocation of the Brickworks to Mitchell. To the east on higher land is existing low density residential development in Yarralumla and to the west is the Royal Canberra Golf Course and Dunrossil Drive entry to Government House. To the north is the CSIRO Forestry School and to the south, Cotter Road and its intersection with Adelaide Avenue.

b) Proposed Development

- i) A tourist/craft centre based on the use of the old Brickworks buildings and structures.
- ii) A garden located in the old shale quarry area and incorporating features of geological interest.
- iii) Residential - approximately 8.5 ha, for up to 212 cottage, courtyard and town house units.

4. Particular Planning Considerations

The proposed development attempts to optimise the use of the now disused Brickworks site and associated structures. The first stage roadworks will be ultimately extended northwards to Weston Park as part of a Lakeside Tourist Route. The overall planning for this route beyond Weston Park is the subject of public review of the Yarralumla Policy Plan. When completed, the new tourist road will minimise traffic

flows through the existing and adjacent residential areas. Its alignment has been located to avoid conflicting with the landscaping to Dunrossil Drive and any undue interference with the operation of the Golf Course, although some 7.9 ha of land is to be withdrawn from the Golf Course lease for the provision of this new road. The intersection improvements at Dudley Street/Cotter Road are designed to improve safety for the additional traffic movements, and retain the landscape setting at the entry to Dunrossil Drive. The residential areas and the collector road link have also been located to avoid visual intrusion into the open landscape along Cotter Road.

5. Public Consultation

Public meetings were held in 1977 during the "Infill" programme when the general notion of a tourist road on the western side of Yarralumla was raised.

The specific proposal for which Gazettal is now sought was not discussed in detail with residents at that time.

Both the tourist road (the full length from Dudley Street to Weston Park) and the link to Woolls Street were shown in a pamphlet indicating draft planning policies for Yarralumla; copies of which were distributed to all residences in Yarralumla on 6/7 March 1979 (approximately 1200 copies) and residents were invited to submit comments by 6 April 1979. Twenty responses were received.

To facilitate public discussion on the proposals, a display was mounted in the Uniting Church Hall, Denman Street, from 6-23 March 1979. A Town Planner was available for discussion at the exhibition from noon to 2.00 pm daily. 154 people visited the exhibition. Copies of documents were also available for inspection at the NCDC offices. A document entitled 'Yarralumla Policy Plan - Report on Environmental Issues' was on sale for \$5.00 a copy - 66 copies have been sold.

Discussions have also taken place with the Royal Canberra Golf Club, CSIRO and DCT on withdrawal of land.

ROYAL CANBERRA GOLF COURSE

Background to establishment in Westbourne Woods

The development of the Westbourne Woods area as an arboretum commenced around 1915 at the initiative of Mr Weston, then Officer-in-Charge, Afforestation Branch and later Superintendent of Parks & Gardens. In later years the arboretum deteriorated, however in 1945 serious thought was given to its restoration.

At that time it was generally accepted that the Royal Canberra Golf Course then located at Acton was only temporary and would be inundated through development of the lakes scheme. Previously a permanent golf course had been set aside near Red Hill, which is now the Federal Golf Course, as it was thought the arboretum area would not be available.

Investigation of the area showed that retention and further development of the arboretum would not be incompatible with its use as a golf club. Before any work was done on the arboretum it was considered necessary to settle the layout of the golf course. Consequently the services of Mr James Scott were retained to advise on the laying out of the course. Mr Scott was the professional at Eleanore Golf Club in Sydney and acknowledged as one of the leading experts in Australia in design.

In June 1945 Scott reported suggesting a 27-hole layout comprising 3 loops of nine holes all starting and ending at a site for a clubhouse.

One loop of nine holes lay outside the woods and crossed the road to Government House (now Dunrossil Drive). Work on restoring the arboretum and shaping the course commenced immediately, although only 18 holes were developed.

By 1952 the basic earthworks and preparation of the fairways were completed and little further work could be done until a water reticulation scheme was installed. Investigation into the cost of the installation led to questioning of the need for the project.

At that time the Federal Golf Course was developing into a first-class course, the lakes scheme did not seem imminent and with the opening up of new suburbs on the northside of Canberra it was felt that a better balance would be obtained by developing a golf course in Gungahlin. This site was subsequently developed as the Yowani Country Club. The decision was then made to abandon development of Westbourne Woods as a golf course.

The possibility of using the area as a golf course was revived again in 1959 when it became evident that the then Royal Canberra Golf Course would be inundated by the lake. The Club applied for site for a 27-hole playing area, with associated facilities in Westbourne Woods and were subsequently offered a lease which comprises the present 18-hole golf course.

At the time the area adjacent to Banks Street was identified as being needed for road purposes in the future and the lease specifically requires the Club to relinquish without compensation this strip when required. Also as the National Capital Development Commission had not determined the location of a possible through road which would affect the position of the main access to the Club it was agreed that Bentham Street would serve as the temporary access. The lease contains a general power on the Commonwealth's part to withdraw areas from lease.

At the time the decision to relocate the golf course in this area aroused strong public criticism. At one time a full Parliamentary Enquiry was called for and public meetings held.

The section of road now under consideration is located in land that has never been used by the Club and therefore affects in no way the existing 18-hole layout.

As mentioned earlier the Club has long sought sufficient land to enable a further 9 holes to be built to enable better utilisation of club-house facilities. It has also sought to bring the course to championship standard. Australian Golf Union specifications (as

advised by the Club) require a practice area with a minimum length of 250 metres and wide enough to accommodate 20 players at any one time, and car parking near the clubhouse for 300 cars for players and officials and for up to 10,000 spectators in the vicinity.

The Club presently has two practice greens suitable for short iron shots and one substandard practice fairway. The two practice greens constitute the only part of the playing facilities affected by the Commission's proposal and this only in the event of the long-term plan to extend the road northerly to Weston Park being implemented.

As part compensation for the projected loss of the two practice greens, the Commonwealth has offered to widen and lengthen the existing practice fairway to meet AGU specifications.

The two short iron practice areas could still be utilised using relocated greens but during championships would provide sufficient on-grass parking to accommodate 300 cars for players and officials. Spectator parking would be available on the road and at Weston Park.

Negotiations are also proceeding with the Club aimed at identifying land that would enable a further nine holes to be constructed.

YARRALUMLA BRICKWORKS

Background to the current development

The purpose of this paper is to outline the background to the current development at the old Brickworks site at Yarralumla.

Throughout the 1960's the Department received numerous complaints from residents of Yarralumla about the noise and traffic nuisance created by trucks travelling to and from the Brickworks through, or near, residential areas.

The plant at the Brickworks had become outmoded by the late 1960's and replacement of the equipment had become necessary. As a major re-building programme would have been required to house the more modern equipment, consideration was given to the relocation of the entire brickworks facility.

Commonwealth Brickworks Ltd were offered, and accepted, a new site at Mitchell. On the basis that the Yarralumla site and its surrounding buffer area could be sold for residential development and thus recoup the outlay, the Department of the Treasury agreed to the payment of compensation to Commonwealth Brickworks.

Once the new works at Mitchell had been completed, Commonwealth Brickworks invited tenders for the purchase and removal of the remaining company-owned buildings at Yarralumla. Mr Alan Marr, in his capacity as Chairman of the Canberra Showground Trust, tendered for and purchased some of the newer buildings at Yarralumla. These buildings have since been re-erected at the Showgrounds.

Mr Marr was impressed by the development potential of the old brick kilns as a tourist attraction and put a preliminary submission as a private citizen for the development of the area to the then Minister, Mr Staley, who had already visited the site and was himself considering ways of preserving the kilns. No other prospective developer has ever approached the Department with a proposal for the Brickworks site.

Mr Marr's submission came at a time when the Department had been advertising for ideas and suggestions for the promotion of Canberra generally and tourism in particular. In order to encourage interest, the Department had indicated that leases could be granted by negotiation in certain circumstances. (See attachment 1).

Mr Staley made the first public announcement of the proposals made by Mr Marr on 21.2.77. Mr Staley pointed out that a lot of work needed to be done by Mr Marr, the Department and the NCDC to ensure that the development would be compatible with overall plans for the area. (See attachment 2).

After extended negotiations, Mr Staley announced on 6.10.77 that agreement in principle had been reached with Mr Marr. In his statement, Mr Staley said that Mr Marr would be required to safeguard the amenity of the surrounding area and to comply with any Ministerial direction in this regard. Mr Staley also announced that adjoining land which is suitable for housing had been freed for development by the closure of the brickworks and that Mr Marr would have first option over all housing sites surrounding the brickworks to ensure proper co-ordination of development. The proposal that Mr Marr be required to take the lease as a package deal (at market value) was developed because of the present poor visual appearance of the brickworks site which was expected to have a depressive effect on the land values of the housing sites immediately adjacent to the brickworks.

Because residents of Yarralumla had expressed grave concern about tourist traffic using residential streets for access to the brickworks, the NCDC had revived long standing plans to provide a road linking Alexandrina Drive with Cotter Road and thence with Lady Denman Drive. The purpose of this proposal was to provide an attractive alternative route around, rather than through the residential areas of Yarralumla and to provide direct access to the tourist facilities at the brickworks from the proposed tourist scenic route around the lake.

CANBERRA TIMES

22/12/76

CANBERRA
BUSINESS OPPORTUNITIES



AN IDEA FOR INDUSTRY OR TOURISM?

Submissions are invited from persons with original imaginative development proposals which will add to the quality of life, tourism, employment and economic activity in Canberra.

While centrally located sites may be offered publicly at auction, subject to viability and acceptability of submissions in terms of planning and leasing policies consideration will be given to the grant of leases by negotiation to suit the requirements of a particular proposal.

In order to evaluate proposals detailed information will be required on development plans, finance, management, timing etc. Details of all applications will be kept confidential.

Persons interested in putting forward submissions should contact

Margot Gardiner
INDUSTRY DEVELOPMENT GROUP
Telephone 462990
Department of the Capital Territory
or write: PO Box 158
CANBERRA CITY, ACT. 2601.

The Minister for the Capital Territory, Mr Tony Staley, referring to an announcement he made last February about the old brickworks at Yarralumla said today that agreement in principle had been reached in negotiations with Mr Alan Marr.

Last February Mr Staley said that an exciting proposal for preservation of the old brick kilns which envisaged their use for a range of tourist oriented activities, had been put forward by Mr Marr and that he had agreed to negotiations proceeding with the Department. He said that Canberra had few old buildings with the character of the brick kilns and that in his view they were a feature of Canberra's history which should be preserved.

Mr Staley said Mr Marr had made an extensive study of the area and had examined in detail the manner in which similar structures had been preserved overseas. He said Mr Marr's proposal incorporated elements from a number of overseas developments and he was confident the brickworks area would develop into one of Canberra's major tourist attractions.

Mr Marr proposed renovating the brickworks structures without any alteration to their basic character. The kilns, the lofts and other existing buildings would accommodate restaurants, a pottery, winery, art gallery and a number of tourist oriented shops selling a wide range of hand-crafted and other goods. About 100 people would be employed during renovation of the area and permanent employment would then be provided for about 60 people.

Mr Staley said it was not intended that the commercial area should directly compete with other existing retail centres in Canberra and, to this end, the lessee would be required to obtain ministerial approval of all activities proposed within the development.

Mr Staley said part of Mr Marr's scheme involved landscaping the excavated brick pit area along the lines of the world famous Butchart Gardens on Vancouver Island. These Gardens are located in a former quarry with similar characteristics to those of the Yarralumla brick pits.

Because Mr Marr proposed orienting the development toward the tourist trade the lessee would also permit development of a motel nearby, Mr Staley said.

Access to this whole area would be from a new road which, subject to Parliamentary approval, would be built to the west of the brickworks site. Mr Marr would be required to safeguard the amenity of the surrounding residential area and under the lease would be required to comply with any direction given by the Minister in this regard.

Closure of the brickworks had also freed for development adjoining land which is suited for housing. So that the whole development can be properly co-ordinated, Mr Marr will have first option over all housing sites surrounding the brickworks. Construction is envisaged as proceeding in several stages over the next few years as services are provided.

While the general concept of development has been accepted the number, form and location of particular houses has yet to be determined. Mr Marr would now develop site plans for submission to the Department and the National Capital Development Commission.

The residents of adjoining areas will be consulted before development plans are approved.

6.12.77

The Minister for the Capital Territory, Mr Tony Staley, announced today that plans to develop medium density housing at the old brickworks site at Yarralumla may now be enhanced by preservation of the old brick kilns for a range of tourist oriented activities.

Mr Staley said that he personally wished to see the core of the old brickworks preserved, first because of the unique contribution which the brickworks had made to Canberra's early history and, secondly because there was a lack of such historic sites in Canberra.

Some time ago he had arranged for expressions of interest to be sought from people and organisations interested in obtaining sites for unusual developments.

An exciting proposal for the development of the brickworks site had been put before him by Mr Alan Marr, a well known Canberra businessman and he had agreed to negotiations being held to see if a viable deal could be negotiated.

For the past sixty years the old brickworks has provided the majority of bricks used in Canberra. Buildings such as Parliament House, East and West Blocks and many others were built with bricks from Yarralumla. "The brick kilns have a unique character which I would like to see preserved in view of Canberra's lack of old buildings with potential for development for alternative uses", Mr Staley said.

Some of the uses suggested by Mr Marr were for manufacturing come retailing activities such as potteries, leather craft, copper ware and glass blowing workshops, a restaurant, tavern, discotheque or snack bar and speciality shops, basically tourist oriented in nature. A motel was also contemplated within the overall development and the clay quarries have potential for development as a unique park featuring the exposed geological formations in the area.

Mr Staley said that a lot of work needs to be done by Mr Marr, the Department and the NDC to ensure that the development will be compatible with overall plans for the area. New access will probably be necessary to ensure the amenity of neighbouring residential areas and medium density housing at present proposed for the area will need to be designed to complement the architectural style of the old buildings.

Mr Staley said that the concept was challenging and should attract considerable public interest and support.

21 February 1977

Commonwealth of Australia Gazette

Published by the Australian Government Publishing Service



No. 5 44 Canberra, Tuesday, 6 March 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 (67TH 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 Elliott, 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 Q5, P5, N5, M5, M6, L5, and K5 attached hereto.

Dated this 27th day of February 1979.

R. J. ELLICOTT

Minister of State for the Capital Territory

THE SCHEDULE

VARIATION 1—(MAPS Q5 AND P5):

KALEEN, GIRALANG: Addition to the plan of a cyclepath from Ginninderra Drive through Kaleen and Giralang to William Slim Drive.

VARIATION 2—(MAP P5):

BELCONNEN, Section 48: Addition to the plan of an access road off Cameron Avenue to serve three sites for club and institutional use.

VARIATION 3—(MAP P5):

CANBERRA CENTRAL DISTRICT, Blocks 422 and J29: Modification of the width of the reservation of Randwick Road to conform with existing property boundaries.

VARIATION 4—(MAP N5):

BELCONNEN, Block 188: Deletion from the plan of a small section of William Howell Drive which currently encloses part of the Cork oak plantation on Block 188.

VARIATION 5—(MAP N5):

YARRALUMLA, Section 94: Modification of the previously gazetted alignments of Cotter Road and Dudley Street and addition to the plan of a link road to Denman Street and a cul-de-sac to provide access to the proposed re-development of the old Canberra Brickworks for tourist and residential purposes.

VARIATION 6—(MAP N5):

DEAKIN, Section 31: Deletion from the plan of the intersection of Jersey Street and Kent Street to bring the plan into conformity with the roads as constructed.

VARIATION 7—(MAP M5):

GRIFFITH: Modification of the gazetted alignments at the intersection of Canberra Avenue, Manuka Circle and Captain Cook Crescent to enable improvements to the road alignment and geometry.

VARIATION 8—(MAP M5):

PHILLIP, Section 6: Addition to the plan of an access road off Matilda Street to provide lease access to Block 4 Section 6 and minor modifications to the road reservation of Matilda Street and at the intersection of Callan and Launceston Streets to bring the plan into conformity with the roads as constructed.

VARIATION 9—(MAP M5):

PHILLIP: Addition to the plan of a cyclepath from Irving Street through the Woden Town Centre to Athlon Drive.

VARIATION 10—(MAP M5):

WARAMANGA, Section 44: Inclusion on the plan of an existing access road to the Waramanga playing fields to provide lease access to Blocks 2 and 3, Section 44.

VARIATION 11—(MAP M6):

FYSHWICK: Modification of the intersection of the Canberra Avenue service road and Whyalga Street to enable improvements to the intersection.

VARIATION 12—(MAP L5):

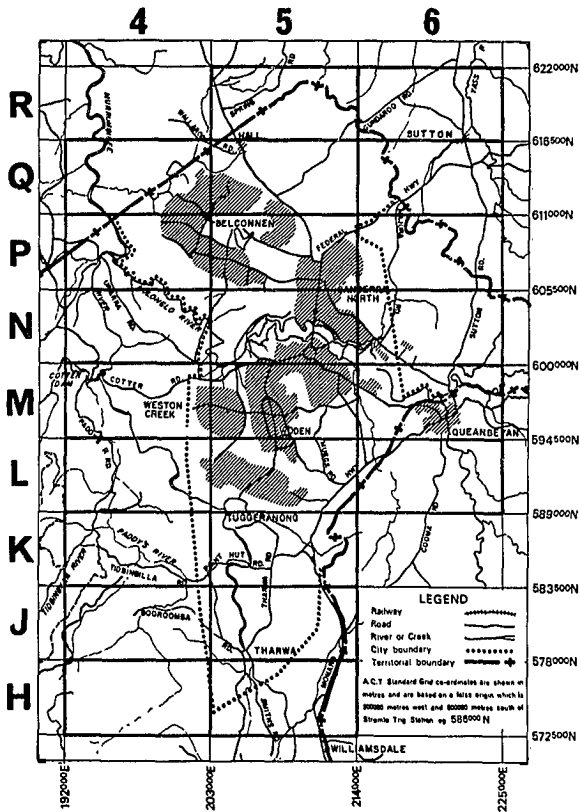
KAMBAH, Section 415: Inclusion on the plan of an existing access road to the 'Athlon' homestead to provide lease access.

VARIATION 13—(MAP K5):

TUGGERANONG DISTRICT: Addition to the plan of two access roads and parking areas off Pine Island Road to permit further development of the Pine Island Reserve.

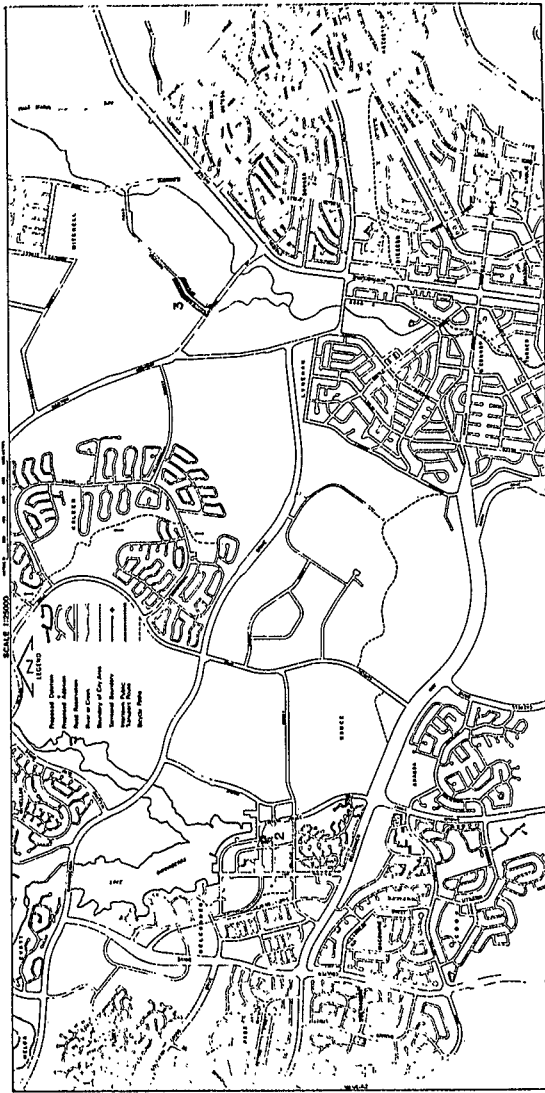
Plan of Layout of City of Canberra and its Environs
Published in the *Commonwealth of Australia Gazette*
on 19 November 1975 as Modified or Varied to
29 October 1978.

INDEX OF DETAIL MAPS INCORPORATING THE CITY PLAN





MAP 05



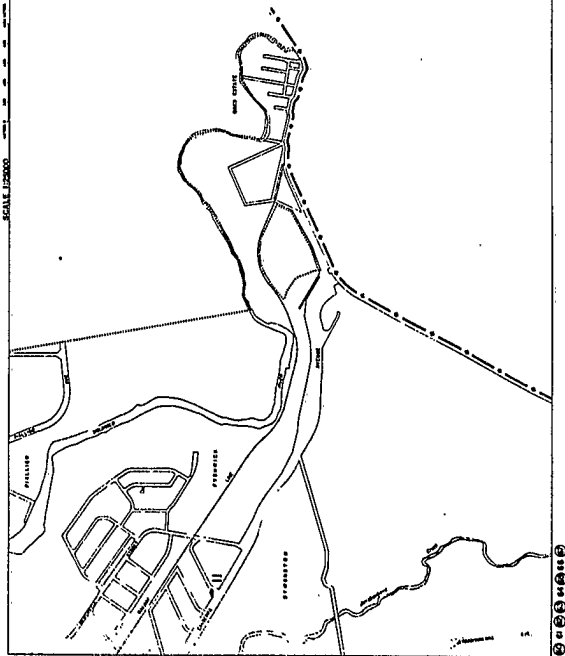
MAP P5



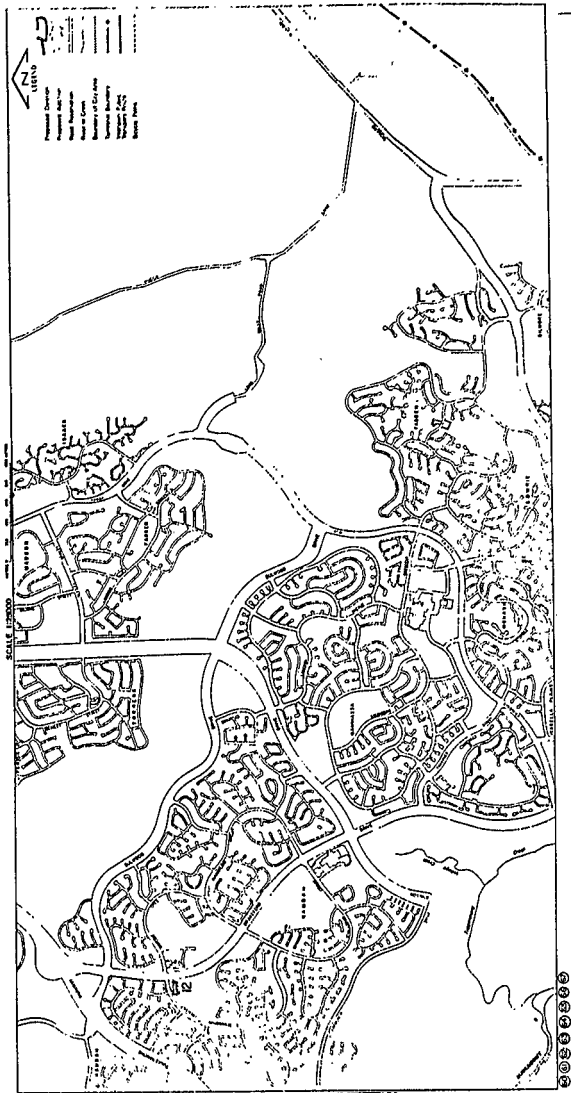
MAP N5



MAP M5



MAP MS



MAP 15



MAP K5

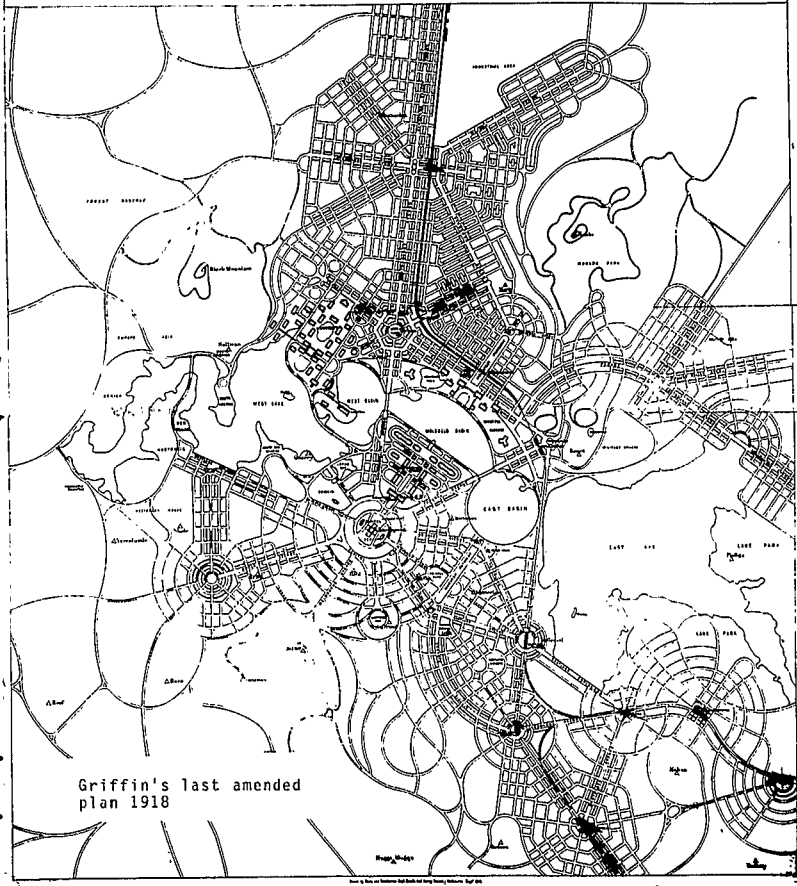
CANBERRA

PLAN OF CITY AND ENVIRONS

WALTER RUSSELL GRIFFIN ARCHT. GENERAL, CAPITAL DIRECTOR OF DESIGN AND CONSTRUCTION

SCALE

20 Chains to 1 Inch

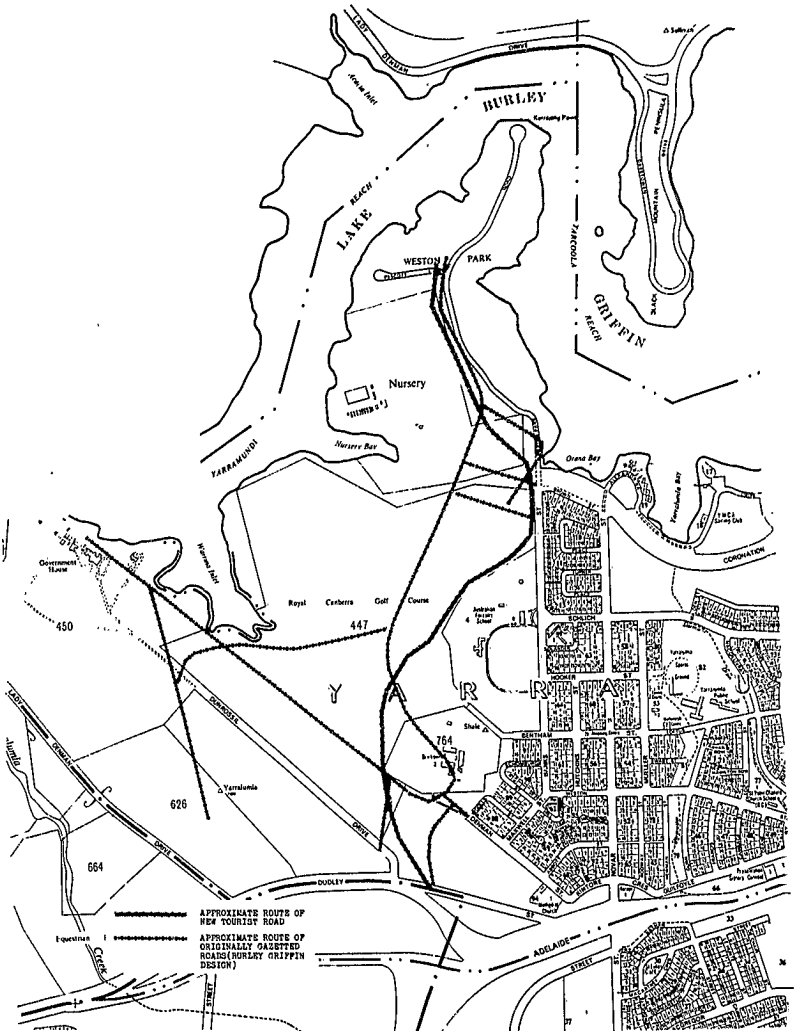


Griffin's last amended plan 1918

Page 100

See the bottom of back of any other volume for etc

APPENDIX VII



APPROXIMATE ROUTE OF
NEW TOURIST ROAD

APPROXIMATE ROUTE OF
ORIGINALLY GAZETTED
ROADS (BURLEY GRIFFIN
DESIGN)