

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-NINTH SERIES)

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**Gazette No. S20 notifying the Minister's
intention to vary the plan of layout of the
City of Canberra and its environs.**

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.
Dr the Hon. D.N. Everingham, M.P.
Mr J.W. Haslem, M.P.
Mr P.E. Lucock, M.P.

Clerk to the Committee : Mr P.F. Bergin.

RECOMMENDATIONS

The Committee does not approve of variation 1.

The Committee approves the variations 2 to 11 contained in the 69th Series.

The Committee recommends that the Department of the Capital Territory and the National Capital Development Commission in supervising the residential development in Bruce (variation 2) ensure that there is maximum protection of the existing environment, both within and adjacent to the proposed development.

Introduction

1. In the Commonwealth of Australia Gazette of 12 February 1980, the Minister for the Capital Territory, the Hon. R.J. Ellicott, Q.C., M.P., pursuant to the powers conferred on him by section 12A of the Seat of Government (Administration) Act 1910, notified his intention to vary the plan of lay-out of the City of Canberra and its environs. Members of the public were invited to lodge objections in writing with the Secretary of the Department of the Capital Territory within 21 days of the publication specifying the grounds of those objections.

2. As part of its policy to stimulate public interest in and discussion on the proposals, the Department of the Capital Territory (DCT) advertised the variations in the Canberra Times on 3 occasions between 12 February and 3 March 1980. Displays showing the proposals were arranged by the DCT at the Belconnen Mall, Monaro Mall, Dickson Library, Woden Plaza, Cooleman Court and the Wanniasa Shopping Centre.

3. On 28 February 1980, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposals, and designated the 69th Series, were formally referred by the Minister for investigation and report. The Minister's letter referring these proposals for the Committee's consideration is at Appendix I.

4. The Committee, in keeping with the practice established in the 30th Parliament, held a public hearing on the proposals on 31 March 1980. Some 13 witnesses representing 8 organisations and individuals appeared at the hearings. A list of the witnesses who appeared before the

Committee is at Appendix II. The transcript of evidence given at those hearings will be available for inspection at the Committee Office of the House of Representatives and at the National Library. Appendix II also lists the other objections and submissions received.

5. The Committee is conscious of the role of the A.C.T. House of Assembly as representing the views of citizens of the A.C.T. On two previous occasions the Chairman of the appropriate committee of the House of Assembly appeared before this Committee. On this occasion the Committee was fortunate in having the President of the House of Assembly appear before it. This Committee also had available to it the Report of the House of Assembly Standing Committee on Finance. The House of Assembly Committee agrees to the variations but suggests close supervision of the land development at Bruce which would result from variation 2 to ensure the maximum protection of the existing environment.

6. The National Capital Development Commission (NCDC) and DCT supplied jointly prepared briefing notes which set out the background to the variations. These briefing notes form Appendix III. The Gazette notifying the variations and detailed maps form Appendix IV. For the sake of brevity details contained in the briefing notes are not repeated, unless necessary, in the Committee's Report. The briefing notes explain details of the variations such as the purpose, cost, existing and proposed development and the extent of community consultation. The Committee's Report should therefore be read in conjunction with the briefing notes and the transcript of evidence. The cost involved in the proposals is in excess of \$1.2m. However three of the proposals have no cost, and one has a past cost of \$438,000.

VARIATION 1 - BELCONNEN

7. The purpose of the variation is to gazette as cycle-paths, previously constructed recreation trails along Ginninderra Creek and around the foreshores of Lake Ginninderra. Objections to the variation were lodged by both Pedal Power (A.C.T.) Inc. (Pedal Power) and the Ginninderra Community Council.

Pedal Power suggested that the cyclepaths were suitable only for recreational use and commented:

"The National Capital Development Commission, having constructed some recreational trails in the region of Lake Ginninderra and Ginninderra Creek, is now trying to pass them off on the public as cyclepaths fit for incorporation into the Metropolitan Cycleway Network as trunk cycleways."

8. The Ginninderra Community Council objected to the variation on three grounds. Firstly, the trail around the northern peninsula of Lake Ginninderra was not included in the proposed variations. Secondly, there had not been community consultation on the changes and thirdly the re-designation of the trails from recreation to cycle trails would mean a reduction in the value of the trails as a community amenity.

9. As noted above the trails have been constructed and incorporated in the Metropolitan Cycleway Network. This Committee has requested that cycle paths be included in the City Plan and that has been agreed to. The Committee was advised by NDC:

"We are dealing with things that have been previously constructed. We would only bring these forward at a request from your Committee that these trunk routes be gazetted, so that in the longer term, should there be any ordinance from the Department of

the Capital Territory they could clearly identify just which parts of the cyclepaths were gazetted, and which parts are not gazetted as cyclepaths."²

10. According to the Ginninderra Community Council the trails proposed for gazettal were recreation trails to be shared equally between pedestrians and cyclists. The Council referred to the Traffic Ordinance which states:

"8A. A person who -

- (a) walks upon a bicycle path except for the purpose of crossing the path or mounting, or dismounting from, a bicycle;
- (b) rides or drives a vehicle, other than a bicycle, or a motor vehicle upon a bicycle path; or
- (c) drives, rides or leads an animal upon a bicycle path,

is guilty of an offence."³

However under the ordinance -

"bicycle path" means a path declared by the Minister by notice published in the Gazette to be a bicycle path for the purposes of this Ordinance;

11. The DCT advised that while the ordinance had been amended to provide for the gazettal of cyclepaths, no gazettals had been made. The DCT went on to state:

"The Department has no intention at this point...of ever enacting any gazettals under this provision."

The DCT also commented:

"We are gazetting here as part of the plan of layout of the city. We are not imparting to this plan of layout any legal status as sole use cyclepaths. For that to be done, a separate gazettal, a separate notification, would have to be made under the traffic ordinance."⁶

12. The Committee is concerned that at some future time pedestrians could be excluded from using the recreation trails. This could result from the gazettal of the cyclepaths under the Traffic Ordinance. The DCT advised:

"The view of the Department and our traffic people at the moment is that the Ordinance as it is now worded is unworkable, and not capable of being properly policed."

13. The Committee was advised that it is the intention of the DCT that the cyclepaths should be open to both pedestrians and cyclists. While this is at present the case, pedestrians could be excluded by the gazettal of certain cyclepaths under the Traffic Ordinance. There is a need to distinguish between those trails which are for the use of commuter cyclists and those which can be used by both cyclists and pedestrians. The present situation whereby there are no gazetted cyclepaths under the Traffic Ordinance, raises questions as to the purpose of this provision. The Committee has noted that the recreation trail around the peninsula has not been proposed for gazettal as part of the City Plan.

14. Pedal Power considered "sections of the path to be sub-standard".⁸ It went on further to say that the paths should not be gazetted if they are recreation trails and that "we fear that their incorporation into this network will preclude the use of better quality paths in that region in the future".⁹ However, it was acknowledged by Pedal Power that there were some parts of the network which were appropriate for a commuter cyclepath.

15. The Committee is concerned about the issues raised by this variation particularly the distinction, if any, between recreation trails and cyclepaths, the implications for the Metropolitan Cycleway Network and the use of these by cyclists and pedestrians. The Committee therefore wishes to examine these matters further along with the application of the Traffic Ordinance and the implications of gazettal of cyclepaths. On 15

April 1980 the Acting First Assistant Secretary, Lands, of the Department of the Capital Territory wrote to the Chairman of the Committee referring to the Committee's concern about this matter in the course of the public hearing on 31 March 1980. It was suggested that the Committee might meet with the Department and the National Capital Development Commission to further discuss these issues. The Committee intends to pursue that invitation in the course of further examining this matter.

The Committee does not approve the variation.

VARIATION 2

16. This variation is for the addition to the plan of a road layout for residential development in Bruce. The proposed layout is for an access road and seven cul-de-sacs to serve a mixture of standard detached and medium density units. The area for the site is 20 hectares of which 15 hectares fall within a woodland area and the remaining five hectares in an area of light scrub and grassland adjacent to the woodland. The roads are to be built by the developer, A.V. Jennings Industries Ltd, to the normal Commonwealth standard and surrendered to the Commonwealth on completion.

17. The proposed development, which is estimated to cost \$9 million, is "the largest comprehensive housing development yet undertaken in the A.C.T. by a private developer".¹⁰ Two objections were received to the proposal and three other representations were made direct to the Committee. The House of Assembly Standing Committee on Finance in considering this variation recommended:

"That close supervision of the raw land development at Bruce as detailed at Variation No. 2 be undertaken by both the Department of the Capital Territory and the National Capital Development Commission to ensure the maximum protection of the existing environment".¹¹

The House of Assembly Committee also suggested that the proposed units be constructed strictly in accordance with the timetable for completion. At the hearing Mr P. Vallee, the President of the House of Assembly, urged this Committee to monitor the development closely.

"The Assembly Committee is concerned at seeing extended into Canberra the kind of land development system which in the State cities, has been partly responsible for block prices of 100 per cent plus greater than Canberra's".¹²

18. Objections to the proposal were lodged by Mr Wellings of Spence and Mr and Mrs Edwards of Macquarie. The objectors suggested that the area be retained as a bushland recreational resource. Concern was also expressed about traffic flows and the effect on the nearby Bruce Hostel. After the hearing had been completed the Committee received representations from the Canberra Commercial Development Authority, Mr Slotemaker de Bruine of Melba and Myer Shopping Centres' Pty Ltd.

19. Mr and Mrs Edwards also referred to the plant 'Kunzea parvifolia' which "grows in small stands here but is not present elsewhere in Bruce or to our knowledge, anywhere else in Canberra".¹³ The Committee was however informed that the plant has been recorded in the Ainslie Majura area and is found throughout south-eastern New South Wales and Victoria.

20. The Committee shares the concern of those who see the need to preserve native bushland within the city area. However, according to DCT:

"We have worked on between 15 per cent and 20 per cent of it (the wooded area) being used for development".¹⁴

Out of the 90 hectares of woodland only 15 hectares are to be used for housing. Further measures are likely to be taken to protect other areas:

"We anticipate that at some time in the future all those areas which are not involved in planning for housing at present...would probably fall under the provisions of the Public Parks Ordinance or its successor in legislation".¹⁵

The Committee was also advised at the hearing that "there will be no significant loss of ecological diversity in the area".¹⁶

Later advice from the Conservation and Agriculture Branch of DCT was that the proposals are acceptable to the Branch. The Capital Territory Health Commission did not object to the proposed residential development but considered it to be a benefit since it would allow the integration of residential and institutional accommodation.

21. The Canberra Commercial Development Authority and Myer Shopping Centres Pty Ltd in telegrams to the Committee, expressed concern at any further plans for the erosion of residential development plans for the Belconnen area. The Authority suggested any decision to stop the proposed development can only result in a further erosion of business potential for the Authority and its tenants.

22. The Committee has already expressed its concern at the need to protect the remaining bushland. It has also referred to the reservations of the House of Assembly.

The Committee approves the variation.

The Committee recommends that the Department of the Capital Territory and the National Capital Development Commission in supervising this residential development in Bruce ensure that there is maximum protection of the existing environment both within and adjacent to the proposed development.

Variation 3 - Kaleen, Section 60

23. This modification of a bus turnaround was included in the 68th Series of Variations but was withdrawn at the hearing on those series of variations. An objection had been lodged to the previous gazettal but none were received to this proposal. The Committee was informed by DCT that the objector to the previous gazettal had re-examined the plans and did not lodge an objection to the present proposal.

The Committee approves the variation.

Variation 4 - Gungahlin District

24. The proposal is to provide an unencumbered block for a possible site for a thoroughbred sales development, as well as to provide alternative access from Wells Station Road to Northbourne Avenue. Mr F.V. Atkinson of Watson did not object to the proposed variation but suggested that there were at least 2 other more urgent areas to be attended to in Mitchell. NCDC advised that the matters raised by Mr Atkinson were being looked at now and Mr Atkinson's comments would be taken into account.

The Committee approves the variation.

Variation 5 - Cook/Macquarie Cycle Path

25. This proposal is for the addition of a cycle path from Lyttleton Cresment through Cook and Macquarie to Belconnen Way. It also involves the modification of a short section of previously gazetted cyclepath. Pedal Power is not opposed to the variation but is concerned about the crossing of Belconnen Way. The crossing of Belconnen Way is outside the scope of the variation. However, NCDC outlined a more recent development of a design for the crossing:

"We are quite confident this will work reasonably, bearing in mind the intersection is very busy and there are a number of different phasings of the traffic lights to facilitate the turning movements of vehicles".

The Committee approves the variation.

Variation 6 - Lyneham

26. A lease frontage to a site for the Canberra Netball Association will be provided by the variation. It allows for the addition to the plan of an existing access road. Access is from Northbourne Avenue.

The Committee approves the variation.

Variation 7 - City, Section 8

27. Walter Burley Griffin's original plan, which was initially gazetted in 1925, is affected by the variation. The variation proposes deletion from the plan of Kendall Street. This will create a larger development area for a motel/convention centre. There were no objections to the variation.

The Committee approves the variation.

Variation 8 - Barton, Section 3

28. This part of Broughton Street is a gazetted road which has not been constructed. At present it is occupied by car parking and landscaping. The present proposal is to degazette part of the street to allow for a proposed extension to the Patent Office Building. The implications with respect to car parking are under consideration as part of a feasibility study.

The Committee approves the variation.

Variation 9

29. The proposal is for the construction of a cul-de-sac to provide frontages for individual units to a medium density development. The road is to be surrendered to the Commonwealth on completion. During the hearing the Committee was informed:

"I should mention that this is one of these unusual situations where the proposal is coming to [the] Joint Committee because a developer wants to go to individual title for the blocks. Were it to be a standard medium density development, the private road that would be involved in its construction would in fact be built without any reference to this Committee or to any other scrutiny, except that of the Department and the Commission".

The Committee wrote to the Minister for the Capital Territory in June 1979 requesting that private roads be included on the city plan. The Minister rejected the Committee's request. However, the Committee still considers that such private roads should be included in the city plan and will again be taking up the matter with the Minister for the Capital Territory.

30. The St Judes Parish Church Building Committee did not lodge an objection to the variation but asked that traffic engineers examine the proposal so that there was no undue risk to school children attending the school which is directly opposite the proposed development. It was agreed at the hearing that representatives of the DCT and NCDC would if necessary meet with representatives of the Church Building Committee to discuss the matter and ensure there are no problems.

The Committee approves the variation.

Variation 10 - Weston, Section 20, 22

31. The proposed cyclepath connects with an existing cyclepath and while the length of the cyclepath is 1.3 km only 0.4 km requires gazettal since part of the path lies within an existing road reservation.

32. Pedal Power did not oppose the variation. However, Pedal Power considered that the path could not be considered as a commuter trunk route since for much of its length it is only 1.8 m wide whereas the accepted standard was 2.5 m wide. NCDC advised that the proposed route utilised an existing footpath which is 1.8 m wide and that it was not proposed to tear up or widen the existing path. However, NCDC would monitor the use of the path to determine whether or not it should be widened. NCDC also undertook to inform the Matron of the Mirinjani Retirement Village of the proposed path so that the elderly residents of the village would be aware of the proposed path.

The Committee approves the variation.

Variation 11 - O'Malley, Section 15

33. The proposal is for the addition of a loop road to serve 14 blocks for residential and diplomatic use. The loop road is proposed as an alternative to a cul-de-sac arrangement to cope for persons touring around the suburb. There are approximately 80 mature trees on the site and two of those trees would be lost as a result of the roadwork.

The Committee approves the variation.

Other Matters

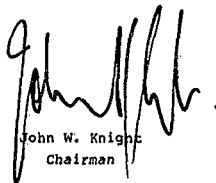
34. During the course of the public hearing it was suggested that the displays outlining the proposed variations did not properly convey the proposals but were "simply engineering drawings".¹⁹ In response the DCT stated:

"We have had to keep our displays as compact as possible. We put these displays in various shopping centres by courtesy of the shopping centres' management. They have a consistent and considerable demand for space within the centres for community and advertising displays. They give us the space free of charge, and so we try to keep the displays as compact as possible".

The Committee acknowledges the role of the shopping centres in making the space available. However, there have also been comments on the quality of the displays and the impression created. The undertaking by DCT in this regard has been noted:

"We can certainly look at developing them a little more".²¹

35. The process of community participation is one which the Committee has encouraged in recent years. Community groups and individuals have the opportunity not only to object to variations but to comment on them. It may never be possible to reach all those persons or organisations with an interest in a particular proposal but the Committee hopes that efforts will be made by the authorities through advertisements and displays, including photographs, to make proposed variations widely known and to provide information on them in as comprehensive a form as is practicable. This would include, for example, reference to environmental issues where these are of significance. By these means advice of proposed variations and essential details as to the implications should reach as many people who may be interested as is reasonably possible. Members of the community will then be better able to respond through the House of Assembly and this Committee to make their views known and to have them considered before final decisions are made.



John W. Knight
Chairman

April 1980

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- 1 Transcript of evidence, p. 132.
 - 2 Transcript, p. 151.
 - 3 Traffic Ordinance 1937.
 - 4 Traffic Ordinance 1937
 - 5 Transcript, p. 152.
 - 6 Transcript, p. 153.

- 7 Transcript, p. 155.
- 8 Transcript, p. 159.
- 9 Transcript, p. 160.
- 10 Transcript, p. 65.
- 11 Transcript, p. 30.
- 12 Transcript, p. 10.
- 13 Transcript, p. 72.
- 14 Transcript, p. 86.
- 15 Transcript, p. 89.
- 16 Transcript, p. 87.
- 17 Transcript, p. 43.
- 18 Transcript, p. 120.
- 19 Transcript, p. 96.
- 20 Transcript, p. 103.
- 21 Transcript, p. 103.



COMMONWEALTH OF AUSTRALIA

APPENDIX I

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

28 FEB 1980

My dear Senator,

Notice of intention to further vary the plan of layout of the City of Canberra and its environs will be published in the Gazette of 12 February 1980.

Wide publicity will be given to the proposals, which represent the 69th series of variations to the plan, and public reaction to the intended changes will be sought.

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

I note that in its report on the 68A series of variations, the Committee expressed concern that little progress had been made with recommendations contained in its report on the 67th series relating to the Royal Canberra Golf Club and Stage 2 of the proposed Yarralumla Tourist Road.

While there have been discussions with the Golf Club, progress has not proceeded to the point where I am able to respond to the Committee's recommendations. It is unfortunate that this is seen by the Committee as neglect of its findings and I assure you that this is not the case. The Committee will be advised of the outcome of negotiations in this matter 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

Witness

A.C.T. House of Assembly

Mr Ronald Peter Vallee
President

National Capital Development Commission

Mr Geoffrey John Campbell
Chief Planner

Mr John Wallace Nairn
Chief Engineer

Department of the Capital Territory

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

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

Ginninderra Community Council

Mr Donald McDonald
President

Mr Brian Hoyles
Treasurer

Mr Graham Caldersmith
Committee member

Pedal Power (ACT) Inc

Mr Roger Graham Horn
Physical Planning Convenor - Northside

Mr Malcolm Woodhouse Crompton
Committee member

St Judes Parish Church Building Committee

Mr Richard Alan Graf

Private Citizens

Mr Frank Falcoln Victor Atkinson
45 Piddington St, Watson

Mrs Muriel Story Edwards
56 Lachlan St, Macquarie

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

Canberra Commercial Development Authority
Belconnen

Myer Shopping Centres Pty Ltd
Melbourne

Mr C.R. Slotemaker de Bruine
Melba

Mr P. Wellings
Spence

APPENDIX III

DEPARTMENT OF THE CAPITAL TERRITORY
NATIONAL CAPITAL DEVELOPMENT COMMISSION

SEAT OF GOVERNMENT (ADMINISTRATION) ACT 1910

BRIEFING MATERIAL

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

69th SERIES

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

CANBERRA
March 1980

SEAT OF GOVERNMENT (ADMINISTRATION) ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA
AND ITS ENVIRONS (69TH 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. S20 of 12 February 1960. They have been prepared for the inquiry by the Joint Parliamentary Committee on the Australian Capital Territory into the 69th series of variations to the plan.

The variations were referred to the Committee by the Minister for the Capital Territory on 26 February 1960, pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 69th series of variations comprises eleven items, eight of which are sponsored by the National Capital Development Commission and the remaining three by the Department of the Capital Territory.

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

NOTE ON THE 68TH & 68A SERIES OF VARIATIONS

The Committee reported to Parliament on its findings in connection with the 68th series of variations on 31 October 1979 and with the 68A series on 13 November 1979.

The Committee's findings were accepted in full by the Department and the National Capital Development Commission. The Minister's formal notice of variation for the 68th series was signed on 31 October 1979. The notice for the 68A series was signed on 13 November 1979. Both were in accordance with the Committee's recommendations.

Both instruments were tabled in each House of Parliament forthwith, and became effective prior to Parliament rising for the summer recess.

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PUBLIC INFORMATION

As part of its policy to stimulate public interest and discussion in the proposals, the Department mounted displays showing all of the variations at the Belconnen Mall, Monaro Mall, Dickson Library, Woden Plaza, Cooleman Court and Wanniassa Shopping Centre. The Department also advertised the variations in the Canberra Times on three occasions between 12 February and 3 March 1980.

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

59TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 1 (MAPS QA, Q5, PA, P5)

BRIEFING NOTES

GINNINDERRA CREEK AND LAKE GINNINDERRA CYCLEPATHS

1) PURPOSE

To gazette as cyclepaths, previously constructed recreation trails along Ginninderra Creek and around the foreshores of Lake Ginninderra.

The paths have been constructed over the last few years to provide recreation access to the Ginninderra Creek and Lake Ginninderra parklands.

The trails have now been incorporated in the Metropolitan Cycleway Network and have been designated as trunk cycleways. As such there is a requirement that they be included on the plan of layout of the City of Canberra.

2) Length

The total length of the cycleways is approximately 14.4km.

3) Cost

The approximate cost of constructing all the trails was \$430,000.

4) Existing Development

The sections of the existing recreation trail are as follows:

- From Flack Street, Kippax, under Southern Cross Drive to Ginninderra Creek adjacent to Florey Drive.
- From Florey Drive under Ginninderra and Kingsford Smith Drives, to Copland Drive.
- From Copland Drive along the north bank of the Creek under William Webb and William Slim Drives to connect with the cyclepath along the north east arm of the Lake.
- From Owen Dixon Drive under Baldwin Drive and along the north east arm of Lake Ginninderra to Ginninderra Drive.
- From Copland Drive, under Ginninderra and Coulter Drives to the north west parklands of Lake Ginninderra.
- From Coulter Drive along the western foreshores of Lake Ginninderra, around the southern Lake edge connecting in to the cyclepaths to Aikman Drive, and then along the eastern foreshores to Ginninderra Drive. A temporary connection has been constructed up the embankment to Ginninderra Drive, however the gazetteal drawings indicate the permanent alignment which will be constructed with the second road bridge across the north east arm of the Lake.

The areas through which the cyclepaths have been constructed are principally open space associated with the Ginninderra Creek and Lake Ginninderra Parklands.

They provide important links from the north west suburbs of Belconnen to the Town Centre and other portions of the Metropolitan cycleway network, as well as recreation access to the parklands.

5) Proposed Development

The temporary connection from the eastern foreshores of Lake Ginninderra up the Ginninderra Drive embankment will be replaced with a permanent path along the alignment gazetted.

6) Particular Planning Constraints

The routes were selected to take advantage of existing vegetation and visual attraction in the parklands.

The route along Ginninderra Creek was constrained by flood levels and some steep side slopes in the Creek. A curvilinear alignment parallel to the Creek has been used where possible to reduce grades and minimise earthworks.

7) Environmental Considerations

No adverse environmental effects result from this development.

8) Public Information/Consultation

Discussions have been held with Pedal Power on a number of occasions over the last few years to discuss the planning and design of the Belconnen cycleways.

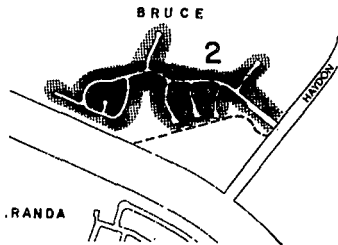
Pedal Power are in general agreement with the cyclepath network around the Creek and Lake, but they have expressed concern that certain sections, (Kippax to Ginninderra Drive, Flynn, and Baringa Gardens to William Webb Drive) do not conform to their requirements for direct commuter cycling. However, it is considered that these cycleways fulfill the needs for both recreation and commuter cycling through the area.

Discussions have also been held with the Ginninderra Community Council on the staged development of the Creek and the Lake which has included these cycleways.

Further discussions will be held in 1980 with Pedal Power on the trunk cycleway network in Belconnen, and with the Ginninderra Community Council on the development of Lake Ginninderra and Ginninderra Creek.

VARIATION 2—(MAP P5):

BRUCE: Addition to the plan of a road layout for residential development in South Bruce comprising an access road off Haydon Drive and seven cul-de-sacs. The roads are to be built by A. V. Jennings Industries Ltd to serve a comprehensive land development project comprising a mixture of 170 standard detached and medium density units. Upon completion ownership of the roads will pass to the Commonwealth.



69TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 2, MAP P5

BRIEFING NOTES

SOUTH BRUCE LAND DEVELOPMENT

1) Purpose

To gazette the road layout for a comprehensive housing development site in South Bruce.

2) Length

The total length of roads involved is 2.1km.

3) Cost

The approximate cost of construction of the roads is \$300,000.

4) Site

The area of the site is approx 20 hectares. It is bounded on the south by Belconnen Way, on the east by Hayden Drive and the Health Services Hostel and on the north by the proposed hill reserve.

5) Proposed Development

A.V. Jennings Industries Ltd have been granted the lease after the invitation of applications. A comprehensive residential area comprising 170 units is proposed of which 50 will be single title units and 80 will be developed and subsequently converted to unit title. The roads that are to be built to provide access to the housing will be surrendered to the Commonwealth on completion.

6) Particular Planning Considerations

This is the largest "comprehensive housing" development yet undertaken in the A.C.T. by a private developer. The design has been undertaken with a view to retaining stands of existing trees, individual trees of good quality, and significant rock outcrops.

7) Environmental Considerations

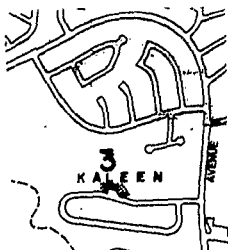
No particular environmental problems are envisaged.

8) Public Information/Consultation

This development is in an area which is unrelated to existing residential developments. To date no public consultation has been undertaken.

VARIATION 3—(MAP P5):

KALEEN, Section 60; Modification of the gazetted width of the reservation of Tyrrell Circuit to enable provision of a bus turnaround facility for a proposed primary school.



LIST SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 5 MAY 19

DEVELOPING TYPE:

KALEEN SECTION 60: PROVISION OF BUS TURNAROUND

1. PURPOSE

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

2. AREA

Approximately 594m².

3. ESTIMATED COST

\$62,000.

4. EXISTING DEVELOPMENT

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

5. PROPOSED DEVELOPMENT

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

6. PLANNING CONSIDERATIONS

The bus turnaround is essential to the provision of a bus service to the school. The existing loop road is inadequate for buses.

7. ENVIRONMENTAL CONSIDERATIONS

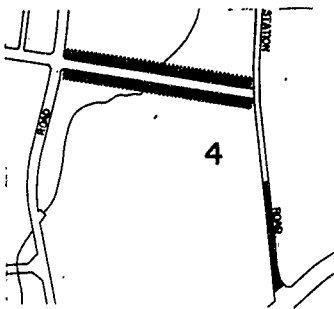
No adverse effects on existing environment are anticipated.

8. PUBLIC INFORMATION/CONSULTATION

The proposal was discussed with residents at the time of the 68th Series of variations. Alternatives put forward by residents at that time have been examined with the Department of the Capital Territory and the Catholic Education Office and have been found to be impractical because of the constraints imposed by the size and shape of the school site or unacceptable on traffic grounds. The Catholic Education Office has agreed to the exsolation of land required for the turnout, from their existing lease. A standard NMC sign has been on the site over a period of years indicating the proposed use as a Parish Centre

VARIATION 4—(MAP P5):

GUNGAHLIN DISTRICT: Removal from the plan of a section of Wells Station Road adjoining the Federal Highway and addition of a new section of road as an extension of Sandford Street, between Flemington Road and Wells Station Road.



ASPH PAVING OF VARIATION TO THE CITY PLAN

VARIATION A, MAP 14

PROPOSED MAPS

CUMULATIVE WELLS STATION ROAD AND SANDFORD STREET

1. PURPOSE

- (a) To provide an unencumbered block for a possible site for Thoroughbred Sales.
- (b) To provide alternative access from Wells Station Road to Northbourne Avenue via Flemington Road.

2. LENGTH

- (a) The length of the proposed road de gazetted is 590m.
- (b) The length of the proposed gazetted is 509m.

3. ESTIMATED COST

The estimated cost of the two proposals is \$25,000.

4. EXISTING DEVELOPMENT

The proposed site for Thoroughbred Sales lies immediately to the east of the Canberra Showground on land presently designated as part Block 67 Gungahlin, part Block 103 Gungahlin. The proposed site is bisected by Wells Station Road. At present the land is used for agriculture.

5. PROPOSED DEVELOPMENT

Bloodstock Finance Pty Ltd has expressed an interest in a site adjacent to the Showground which is at present encumbered by the alignment of Wells Station Road.

The extension of Sandford Street will provide access for the existing users fronting onto Wells Station Road and, in addition, will provide access to a site identified for the Combined ACT Polo Trotting Complex.

6. PARTICULAR PLANNING CONSIDERATIONS

The de gazetted of the southern section of Wells Station Road is consistent with the introduction of uses into the area east of Mitchell, allowing a more effective use of land. Wells Station Road is a rural road which was incorporated into the City Plan in 1976. It has long been recognized that it will not be suited in scale or location to serving land uses in the Mitchell-Gungahlin area when planning of that area is further advanced. The present proposal represents the first stage of a longer-term process of replacement of the Wells Station Road as land use and road planning north-west of Mitchell proceeds.

7. ENVIRONMENTAL CONSIDERATIONS

No significant environmental impact is envisaged.

8. PUBLIC INFORMATION

The need to de gazetted Wells Station Road has been discussed with the Showground Trust who have asked for alternative temporary access until the future of the Federal Parkway has been decided. This access can be provided as a temporary link. Department of Capital Territory support has been obtained.

VARIATION 5—(MAP P5):
COOK, MACQUARIE; Addition to the plan of a
cycle path from Lyttleton Crescent to Balconnen
Way and modification of a short section of a
previously gazetted cycle path south of Lyttleton
Crescent.



SOUTH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 5, MAP P5

COOK, MACQUARIE - CYCLE PATH

INTERVIEW NOTES

1) Purpose

To gazette a cyclepath through Cook and Macquarie, linking the cyclepath south of Lytleton Crescent with the cyclepaths at the Belconnen Way/Benjamin Way intersection.

To degazette a short section of the path south of Lytleton Crescent relocated by the above gazettal.

2) Length

The total length of the cyclepath for gazettal is approximately 1.8 kilometres. Degazettal of .15 kilometres is required of the cyclepath from Bindubi Street to Lytleton Crescent. (See 6 below).

3) Cost

The estimated cost for this cyclepath is \$65000.

4) Existing Development

For almost its entire length the cyclepath passes through an open space spine which contains a minor floodway. The rest of its length is within road reservations.

5) Proposed Development

The proposed cyclepath will not affect land uses in the area.

6) Particular Planning Considerations

The degazettal of part of the cyclepath from Bindubi Street to Lytleton Crescent is necessary to provide adequate clearance for an existing bus stop in Lytleton Crescent and to maintain adequate distances from residential development in this vicinity whilst maintaining landscape in the open space.

This 2.5m wide cyclepath, will form an extension to the recently gazetted Bindubi Street to Lytleton Crescent cyclepath and joins in with the cyclepath network at Benjamin Way.

At-grade road crossings are required in all cases because of the lack of underpasses. Sight distances are acceptable at these crossings with the exception of the northern side of Rodfern Street. Here several shrubs (but no established trees) will need removal from the street verge to improve the visibility of traffic.

Where the cyclepath crosses Belconnen Way, minor modifications are required to the existing traffic signals to serve the crossing cyclists.

Relocation of several electricity pole stays and guy wires are necessary to allow adequate clearance to the cyclepath.

7) Environmental Considerations

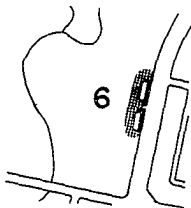
The alignment follows the open space spine along its entire length. Existing trees along this route will not be affected.

8) Public Information/Consultation

Fedral Power has commented on the proposal and is satisfied with the route chosen. However they have expressed concern about the proposed crossing of the Belconnen Way/Benjamin Way intersection. This concern relates to the required number of phase changes of the lights to allow a cyclist to cross the intersection and connect with other existing cyclepaths.

VARIATION 6--(MAP P5):

LYNEHAM: Addition to the plan of an existing access road to provide a lease frontage for a site for the Canberra Netball Association.



LISTS SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION G, MAP 10.

BRIEFING NOTES:

LYNHAM, ACCESS ROAD

1) Purpose

To provide lease frontage for site for Canberra Netball Association.

2) Length

Approximately 160 metres.

3) Estimated Cost

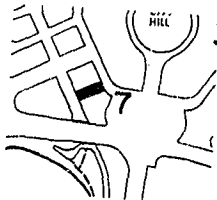
Nil - road is already constructed.

4) Existing Development

The existing road acts as access and car park for an area of Southwell Park in the general vicinity of Swinden Street Downer.

VARIATION 7—(MAP NS):

CITY, Section 8: Deletion from the plan of the reservation for Kendall Street enabling incorporation of the area into Section 8 to provide a development site for large scale tourist/accommodation use.



69TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 7 MAP NO.

BRIEFING NOTES

CITY, SECTION 8

KENDALL STREET

1) Purpose

To degazette the Kendall Street road reservation between Section 7 (Lakeside Hotel) and Section 8 City, and incorporate the land into Section 8.

2) Length

The gazetted reservation for Kendall Street is approximately thirty metres wide (30.48m) and has a distance of approximately ninety eight metres (98m) between London Circuit and Marcus Clarke Street.

3) Cost

None.

4) Existing Development

The existing gazetted reservation is a result of the initial gazetting of roads indicated on Walter Hurley Griffin's original plan. The reservation was gazetted in 1925.

5) Proposed Development

It is proposed to consolidate the degazetted area with the adjoining Section 8 to create a larger development area for a motel/convention centre which is the subject of current development submissions.

However, even if this development was not proposed a road alignment in this location would not be required.

6) Particular Planning Considerations

The design of the road system in the vicinity has rendered Kendall Street both unnecessary and undesirable in respect to traffic considerations. Marcus Clarke Street is closed at Parkes Way and therefore the section from Edinburgh Avenue operates only for access to the substantial developments on the adjoining sections. On London Circuit, the Kendall Street intersection is opposite the point of convergence with the ramp from Commonwealth Place. The construction of Kendall Street could not therefore be accepted because it would create undesirable traffic movements in the area.

7) Environmental Considerations

None to be considered.

8) Public Information/Consultation

NODC will inform the Lakeside Hotel of the proposed variation.

VARIATION 8—(MAP N5):

BARTON, Section 3: Deletion from the plan of the reservation of an unconstructed section of Broadbent Street between Macquarie Street and National Circuit to provide an unencumbered site for proposed extensions to the former Patents Office.



GOTH SCHEMES OF VARIATIONS TO THE CITY PLAN

VARIATION B MAY 1971

MEMORIAL NOTES

DEGASZETAL OF PART OF BROUGHTON STREET BARTON

1) Purpose

To degazette a section of the gazetted reservation of Broughton Street to provide an unnumbered plot for a proposed extension to the Patent Office on Section 3, Barton.

2) Length

The length of the proposed degazetal is 140m.

3) Estimated Cost

As Broughton Street has not been constructed between National Circuit and Macquarie Street there is no cost involved in the proposed degazetal.

4) Existing Development

The area proposed for degazetal is occupied currently by car parking and landscaping.

5) Proposed Development

The Department of Administrative Services has requested the Commission to investigate the possibility of extending the Patent Office Building to provide some 7750m² of additional usable office area. Urban design parameters suggest that a three storey building is the desired solution and this requires the use of part of the existing gazetted road.

6) Particular Planning Considerations

Section 3, Barton is centrally located between the Edmund Barton building and the National Circuit Offices now under construction. The opportunity to redevelop the site with a linking building enables optimum land use without any effect on existing traffic patterns.

7) Environmental Considerations

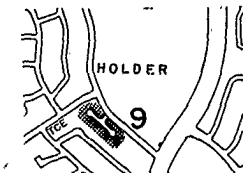
The proposed development will add to the urban character of the area.

8) Public Information

As Broughton Street does not physically exist over the proposed area for degazetal, no public reaction should be experienced when the action is taken. The implications with respect to car parking will be identified in the current feasibility study.

VARIATION 9—(MAP M5):

HOLDER, Section 11; Addition to the plan of a proposed cul-de-sac to be built by Narona Builders Pty Ltd to provide frontages for individual units in a medium density housing development. Upon completion ownership of the cul-de-sac will pass to the Commonwealth.



65TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 9, MAP 15

BRIEFING NOTE:

HOLDEN, BLOCK 30, SECTION 11

1) Purpose

To easette a cul-de-sac to provide lease access to a development site which is to be undertaken by Heron Builders Pty Ltd.

2) Length

Total length of the road is approximately 220 metres.

3) Cost

The approximate cost of construction of the road is \$50,000, including engineering works.

4) Existing Development

The land involved was previously leased to the Australian Workers Housing Co-operative Society Limited. Negotiations for the sale of the site to Heron Builders Pty Ltd by the Mortgagee are currently being undertaken.

The original licensee proposed a development of 42 units to have individual titles and to that end, an access road was easietted and approved in the 61st series of variations in August 1976. Following a change of consultants, the licensee wished to revert to a Unit Title development and the road (Dovell St) was deasietted in the 65th series of variations in March 1978. Four units are completed or near completion and have frontages to Blackwood Terrace and Kully Street.

5) Proposed Development

The new developer wishes to revert to the original form of development with individual titles and a easietted road providing access. The road would be surrendered to the Commonwealth on completion. All other development conditions will remain substantially the same.

6) Particular Planning Considerations

Under the development conditions the proposed road is to be constructed to normal public road standards before being accepted by the Commonwealth.

7) Environmental Considerations

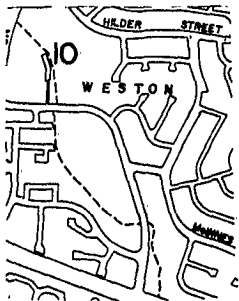
No particular environmental considerations are involved.

8) Public Information/Consultation

This is a minor modification to a development which has been in progress since mid-1977. No public consultation was seen to be necessary.

VARIATION 10—(MAP M5):

**WESTON, Sections 20, 21: Addition to the plan
of a cycle path between Namaŕra Drive and
Sweles Drive.**



FORM GUIDE OF VARIATIONS TO THE CITY PLAN

VARIATION 10, MAT 15

BRIEFING NOTES:

WESTON - CYCLEPATH WESTON CREEK GROUP CENTRE TO HOLDER

1) Purpose

To reset the sections of the above cyclepath lying outside public road reservations, through Section 22 Weston and Block 11 Section 45 Holder.

2) Length

The total length of the cyclepath is 1.4 kilometres but requires pavement for only 0.4 kilometres of that length.

3) Cost

The estimated cost for the total length of the cyclepath is \$45,000.

4) Existing Development

Section 22 Weston is a recreation area associated with a playing field and a tennis court development, and open space. Block 11 of Section 45 Holder is open space.

5) Proposed Development

The proposed cyclepath does not affect any land use.

6) Particular Planning Considerations

This cyclepath connects with an existing cyclepath to the south of the under pass at Hamajira Drive at the Weston Creek Group Centre, and leads cyclists to the underpass under Streaton Drive at the Streaton Drive/Mulley Street intersection. Prior to entering the underpass the path joins an existing concrete footpath along the Streaton Drive road reservation. On leaving the underpass a new ramp is required to bring the cyclist back up to the existing footpath on the western side of Streaton Drive. The path then utilises this existing footpath to its end at the Streaton Drive/Dixon Drive intersection and is within the Streaton Drive road reserve.

Where there is no existing footpath, the cyclepath width is 2.5m. It reduces to approx. 1.8m where the existing footpath is utilised. Since the narrower path exists, it has been used as part of the trunk system, with the potential being maintain for a wider path if the actual need is demonstrated.

One stormwater outlet headwall of 475mm pipe will require modification to allow the cyclepath adequate side clearance where the new ramp is required.

7) Environmental Considerations

The path has been carefully located in relating to existing landscape and other land uses. No trees are affected.

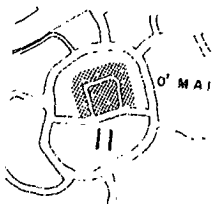
8) Public Information/Consultation

Pedal Power has commented on the proposal. They have raised concerns on several points. These are set out below:

- The use of an existing footpath approx 1.8m wide for sections of this cyclepath.

- The need to upgrade this path when the path linking this path and South Cameron/Carverton has to proceed.
- The need to rationalize the footpath connection to the cyclepath at the Stranton Drive/Balley Street intersection.
- The need for a link from this cyclepath to Stranton Drive approaching the Stranton Drive/Brimm Drive intersection because of the problem of negotiating this intersection.

VARIATION 11--(MAP M5):
O'MALLEY, Section 15: Addition to the plan of a
loop road to serve 14 blocks for residential and/or
diplomatic uses.



6/9TH SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION 11 MAY 85

IMPROVING INFRA

O'MALLEY SECTIONS 15, AND 16

1) Purpose

To provide road frontage and servicing to residential blocks in a locality for which demand has been demonstrated. The area was formally designated for diplomatic purposes only.

2) Length

The length of the proposed road is approximately 540 metres.

3) Estimated Cost

Estimated cost of site servicing and road construction (including the upper section of Culgoa Circuit, previously Gazetted), is approximately \$270,000.

4) Existing Development

The area for development is adjacent to existing developed areas of O'Malley. The area was formerly subdivided and partially serviced for large diplomatic blocks, but following the 1976 Policy Plan review of O'Malley, the area was designated 1000-3000m² blocks (possible diplomatic blocks and/or residential development). Public comment was sought on the proposals, which were displayed in the foyer of the NCDC from 24th May to 15th June 1976. Media publicity was also given during this period. No public comments were received regarding the land use designation of Sections 15 and 16.

To date this land has not proven attractive to diplomatic missions and projected demand for embassy sites indicate that there is sufficient land at Yarralua and other more elevated parts of O'Malley for foreseeable needs.

5) Proposed Development

The proposed development contains 51 blocks for "residential or diplomatic residence or diplomatic residence and chancery". The blocks are within a size range of 1600m² to 3480 m² and are consistent with the published Policy Plan for O'Malley. The development also permits ready connection to services of blocks 1 to 5, which remain identified for diplomatic purposes.

6) Particular Planning Considerations

The proposed development maximises the use of existing hydraulic services whilst minimising the length of additional public road. In keeping with earlier policy for the central area of O'Malley, only through streets have been provided.

7) Environmental Considerations

The area to be developed contains a good cover of existing trees and the road proposals have been sited to minimise the loss of trees. It is estimated that two mature trees will be lost as a result of roadworks from a total of approximately 80 mature trees within Section 15.

8) Public Information/Consultation

NCDC will inform existing O'Malley residents of the proposed subdivision prior to the Parliamentary Joint Committee hearing for the 6/9th Series.

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SPECIAL

No. S 20

Canberra, Tuesday, 12 February 1980

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 (69TH SERIES OF VARIATIONS)

IN pursuance of the powers conferred on me by Section 42A of the *Seat of Government (Administration) Act 1910* (as amended), I, Robert James Ellicott, Minister of State for the Capital Territory, hereby give notice that at the expiration of twenty-one (21) days after publication of this notice in the *Gazette* (unless objections 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 Q4, Q5, P4, P5, N5 and M5 attached hereto.

Dated this eighth day of February 1980.

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

THE SCHEDULE

VARIATION 1—(MAPS Q4, Q5, P4 and P5):

BELCONNEN: Addition to the plan of cycle paths which have previously been constructed as general recreational trails along Ginninderra Creek and in the vicinity of Lake Ginninderra.

VARIATION 2—(MAP P5):

BRUCE: Addition to the plan of a road layout for residential development in South Bruce comprising an access road off Haydon Drive and seven cul-de-sac. The roads are to be built by A. V. Jennings Industries Ltd to serve a comprehensive land development project comprising a mixture of 170 standard detached and medium density units. Upon completion ownership of the roads will pass to the Commonwealth.

VARIATION 3—(MAP P5):

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

VARIATION 4—(MAP P5):

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LYNEHAM: Addition to the plan of an existing access road to provide a lease frontage for a site for the Canberra Netball Association.

VARIATION 7—(MAP N5):

CITY, Section 8: Deletion from the plan of the reservation for Kendall Street enabling incorporation of the area into Section 8 to provide a development site for large scale tourist/accommodation uses.

VARIATION 8—(MAP N5):

BARTON, Section 3: Deletion from the plan of the reservation of an unconstructed section of Broughton Street between Macquarie Street and National Circuit to provide an unencumbered site for proposed extensions to the former Patents Office.

VARIATION 9—(MAP M5):

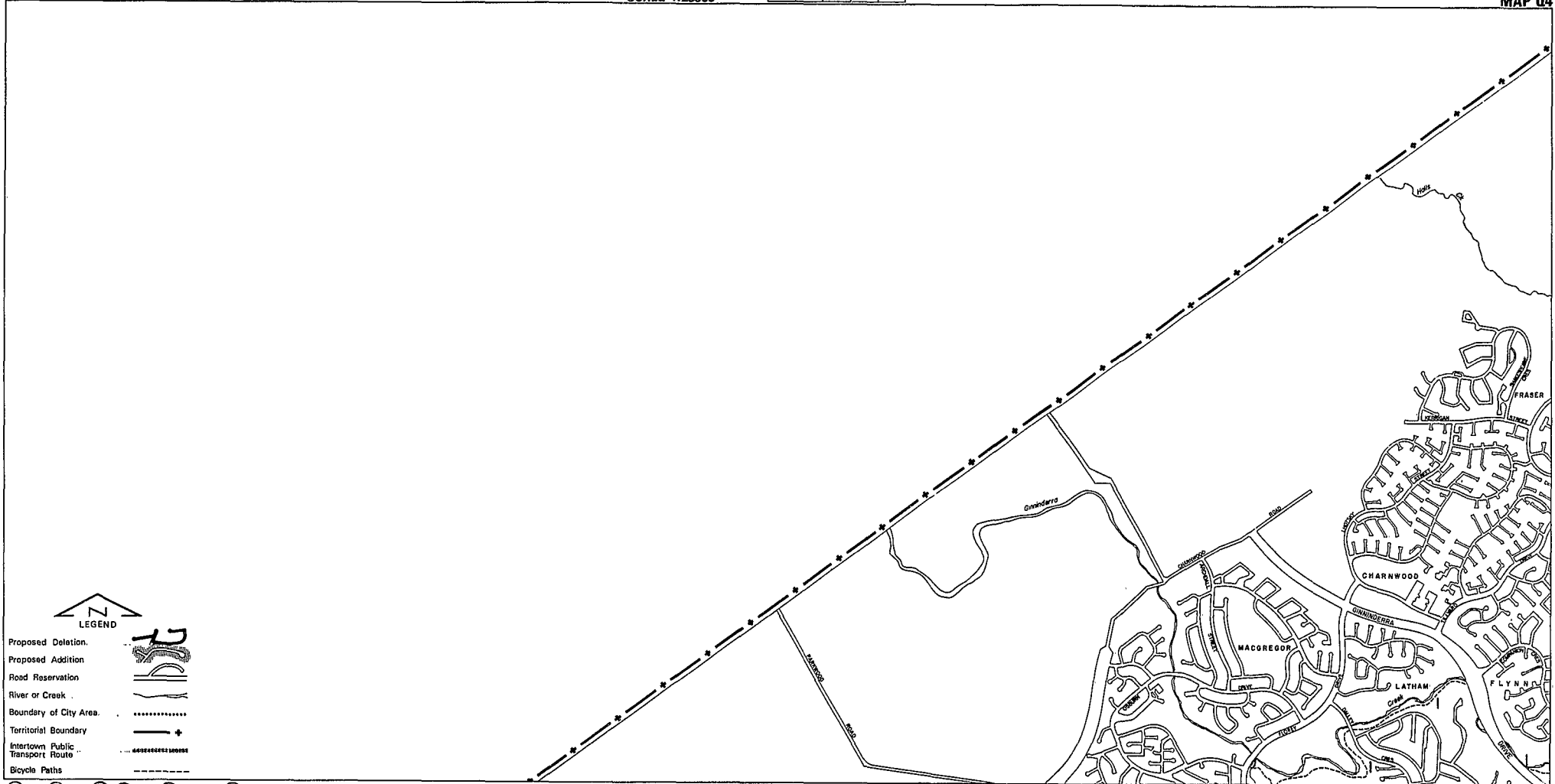
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VARIATION 10—(MAP M5):

WESTON, Sections 20, 22: Addition to the plan of a cycle path between Namatjira Drive and Streton Drive.

VARIATION 11—(MAP M5):

O'MALLEY, Section 15: Addition to the plan of a loop road to serve 14 blocks for residential and/or diplomatic uses.



SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP 05



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



60 61 62 63 64 65 66 67 68 69



SCALE 1:25000 METRES 0 200 400 600 800 1000 METRES

LEGEND

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

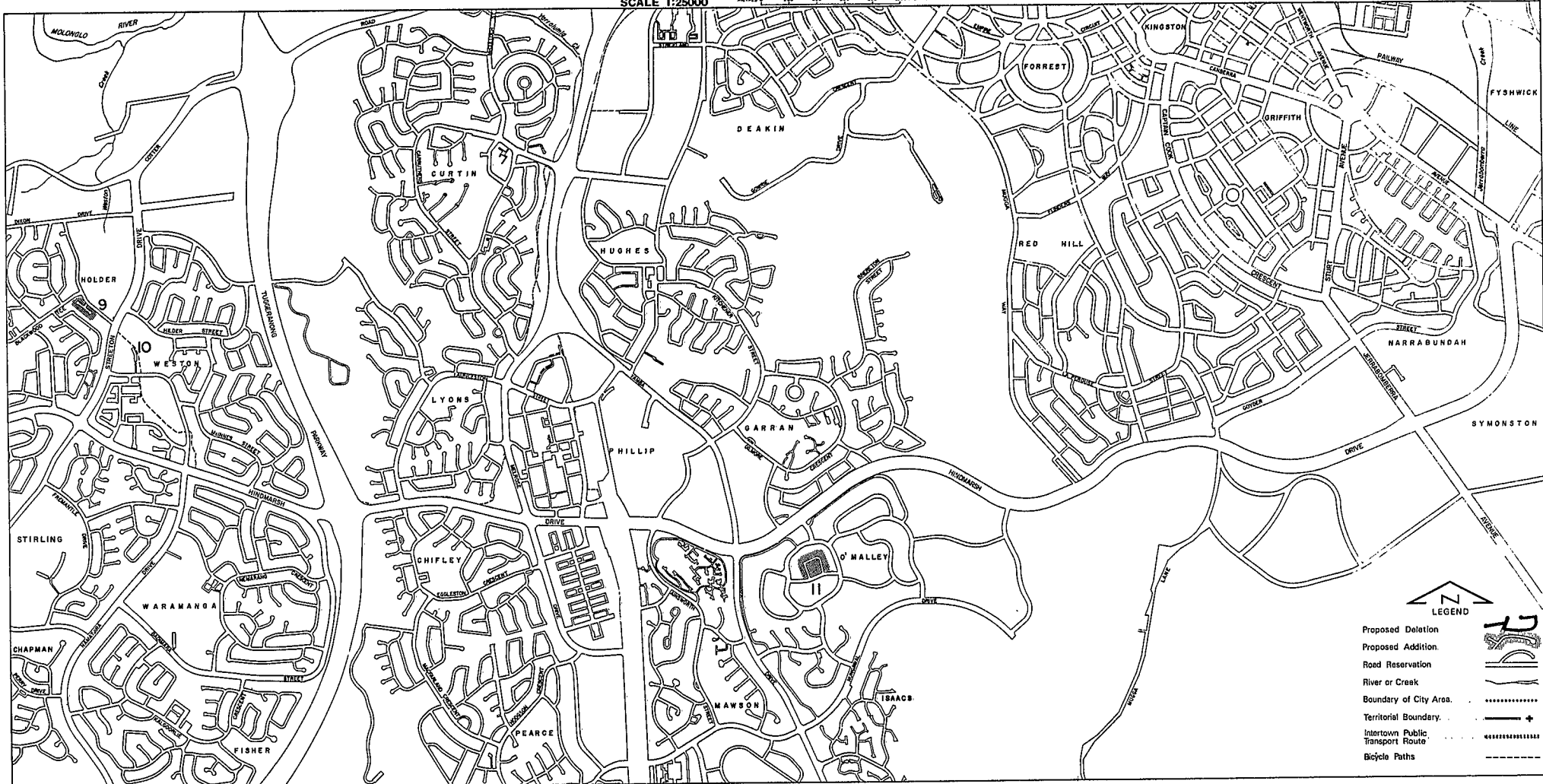




SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP M5



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