

**Parliamentary Paper
No. 358/1981**

**The Parliament of the
Commonwealth of Australia**

**JOINT COMMITTEE ON
THE AUSTRALIAN
CAPITAL TERRITORY**

**Report on Proposals for Variations
of the Plan of Layout of the City of
Canberra and its Environs**

(Seventy-fifth series)

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Terms of Reference of the Committee

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 32nd Parliament by resolutions of the Senate and the House of Representatives in December 1980.

The duties of the Committee as specified in its Resolution of Appointment are to inquire into and report on:

- (a) all proposals for modification or variations of the plan of layout 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) such matters relating to the Australian Capital Territory as may be referred to it by:
 - (i) the Minister for the Capital Territory, or
 - (ii) resolution of either House of the Parliament.

Membership of the Committee

Chairman: Senator M. E. Reid
Deputy Chairman: Mr K. L. Fry, M.P.
Members: Senator G. Georges
Senator D. J. Hamer, DSC
Senator M. A. Colston
Mr J. M. Bradfield, M.P.
Mr W. P. Coleman, M.P.
Hon. J. D. M. Dobie, M.P.
Mr N. J. Hicks, M.P.
Mrs R. J. Kelly, M.P.
Secretary: Mr M. Adamson

Recommendations

The Committee approves variations 1 and 4 to 9 contained in the 75th series.

The Committee has decided to withhold approval of variations 2 and 3 until assurances regarding the servicing and release of residential land by private developers are received from the National Capital Development Commission and the Department of the Capital Territory.

It is the view of the Committee that variation 2 should not proceed until provision can be made for the construction of an access road from the proposed subdivision in Giralang to Balamara Street. This access road would minimise the possibility of isolating the southern subdivision from the rest of Giralang.

The Committee is concerned that guidelines relating to the release of land to private developers have not yet been determined and for this reason defers approval of variation 3. Future development of Florey cannot be approved until more information is made available concerning release of land, the overall plans for the rest of the suburb and unless greater provision is made for medium density housing.

Introduction

1. In the *Commonwealth of Australia Gazette* 14 August 1981, the Minister for the Capital Territory, the Hon. W. M. Hodgman, 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 layout 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 29 August 1981. Displays showing the proposals were arranged by the DCT at the Belconnen Mall, Monaro Mall, Dickson Library, Woden Plaza, Cooleman Court and the Erindale Centre, Wanniassa. In addition, a display of variation 9 was erected at Jeffery's Store, Tharwa, and the Spence proposal was displayed at the Spence Supermarket.

3. On 6 August 1981, pursuant to paragraph 1 (a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposals, and designated the 75th 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 public hearings on the proposals on 21 September 1981. Fourteen witnesses appearing as individuals and representing three organisations gave evidence 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.

5. The Committee is conscious of the role of the ACT House of Assembly as representing the views of citizens of the ACT and invited a representative from the ACT Assembly to provide comments on the proposed variations at the public hearing. Ms M. Horder, MHA, addressed the Committee on the variations. She expressed reservations about two proposed developments, variations 3 and 6. With respect to variation 3 Ms Horder believed the total road plan for Florey should be gazetted, not merely the small section shown in the proposal. Additionally, Ms Horder indicated that the proposed subdivision has no access to Ginninderra Drive, whilst an access road is provided for in the total plan for Florey. It was suggested that if it is not possible to gazette the entire Florey plan, this access road should at least be included. Ms Horder also queried, in variation 6, the location of the cyclepath on the western side of Lady Denman Drive which requires two underpasses.

6. The Committee was provided with the report of the ACT House of Assembly Standing Committee on Finance on the 75th series of variations to the City Plan on 29 September 1981 which is at Appendix V. The Committee has taken note of the debate in the House of Assembly in relation to variation 5.

7. 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 \$5.8m. It should be noted, however, that variations 1, 7, 8 and 9 have no cost.

75th Series

Variation 1. Spence, Section 21

8. This requires addition to the City Plan of an existing access road and carpark to provide a lease frontage for a site to be leased to the Girl Guides Association.

9. An objection was received from Mr H. S. Gordon whose home on Clarey Crescent is directly opposite the access road. Reference was made to the type of activities he believed the Girl Guides might hold to meet mortgage payments on the Meeting Hall and the possibility of increased traffic and disturbance to residents in the area at night.

10. The Committee appreciates that there is some potential for problems of the nature suggested by Mr Gordon but believes that his position is no different to that of other residents in close proximity to public facilities such as schools, city parks depots and community halls.

11. The Committee approves the variation.

Variation 2. Giralang (South)

12. This variation proposes an addition of new access roads off Baldwin Drive to serve a residential subdivision of 114 detached housing blocks. There is no direct block access to Baldwin Drive. A pedestrian bridge will provide access to the local school and shops. There is however no commitment to build an access road to Balamara Street, which has been estimated to cost \$350 000.

13. This proposal attracted two objections. Mr R. Swinbourne claimed that the failure to construct the access road would greatly increase the problem of traffic noise along Chuculba Crescent where he lives.

14. The Giralang Community Centre Association objected to the proposal in similar terms, stating new residents would undoubtedly complain about the problems of vehicular access to the local school and shops, and the isolation of the subdivision from the remainder of Giralang. The Association also suggested landscaping of Ginninderra Creek and the stormwater channel.

15. The Committee was informed by the NCDC of its plans to landscape the channel. However, the Committee was not persuaded by arguments of cost saving in relation to a road linking the southern portion of Giralang to the rest of the suburb. The Committee believes the access road to Balmara Street should be constructed during the initial stage of development otherwise the subdivision would be isolated from the remainder of Giralang.

16. The Committee therefore withholds approval of the variation until a commitment is received from the NCDC that the access road to Balmara Street will be constructed during the initial development period.

Variation 3. Florey

17. This subdivision extends those areas already settled and previously gazetted. The proposal includes modifications to some roads previously gazetted and not yet constructed.

18. Two objections were lodged against this proposal. Mr A. G. Davies claimed little attention appeared to have been given in the Plan to orientation and aspect of houses in order to gain the maximum benefit from the sun. The Action for Public Transport objection is based on the emphasis on detached rather than medium density housing in the subdivision. It was argued that detached housing does not maximise the potential for public transport.

19. In addition, the House of Assembly representative, Ms M. Horder, objected to this variation on the basis that it does not provide direct access to Ginninderra Drive.

20. The Committee cannot agree to the variation until:

- (i) it receives from the NCDC and DCT copies of the draft guidelines that are currently being prepared governing the release of land in new residential subdivisions and setting out the responsibilities of private developers regarding servicing standards and marketing procedures;
- (ii) it is informed by NCDC of the definite plans for the remainder of Florey and access roads to the north and east are provided for the subdivision;
- (iii) the future development incorporates a greater proportion of medium density housing.

Variation 4. Evatt, Section 124

21. The purpose of this variation is to provide a new access road and carpark from William Webb Drive, Evatt, to serve the Ginninderra Creek parklands and an existing recreation development. The road will reduce the need for residential streets to be used for access to the area and parking.

22. Objections have been received from the Ginninderra Community Council and Mr T. Farrey of Read Place. Both object to the location of the carpark and recommend that it be placed behind an existing group of trees.

23. The Committee conducted an inspection of the site on 25 September and is satisfied with the proposal as presented by NCDC.

24. The Committee approves the variation.

Variation 5. Belconnen, Section 159—Lake Ginninderra

25. This proposal requires the construction of an access road off Ginninderra Drive to the proposed recreational developments on the eastern and western sides of Lake Ginninderra Peninsula parklands. The alignment of the new road is across open undulating land.

26. The Ginninderra Community Council objected to two aspects of the variation. They suggested that access from Ginninderra Drive would be safer opposite William Slim Drive adapting the existing traffic light system and further that the western access road on the parklands together with the fence would spoil the open aspect of the area. In reply, officials from the NCDC explained that at present, westward traffic along Ginninderra Drive, at the above intersection, has a separate lane and so is not hindered by the traffic lights. The Council's suggestion would seriously impede the westward traffic flow particularly at peak times. Moreover, the alignment of the proposed road, as indicated in the Draft Plan, has been changed to reduce its visual impact on the area.

27. The Committee inspected the area in question and whilst taking into consideration the objections of the Ginninderra Council is satisfied with the variation.

28. The Committee approves the variation.

Variation 6. Cycleway

29. This involves the gazettal of a 2.9 km cycleway from Yarramundi Reach to Lady Denman Drive. The route will complete the circuit around the western section of Lake Burley Griffin.

30. During the Joint Committee's public hearing held on 21 September the ACT House of Assembly representative queried the placement of the cyclepath on the western side of Lady Denman Drive which requires two underpasses. Officials from NCDC indicated that the grade on the alternate eastern side is very steep and construction costs would be higher if the cyclepath was located on that side of the Drive. It was also

stated that the western section of the proposed cyclepath would make a future connection with cyclepaths to suburbs to the west and to Weston Creek. The Commission gave an assurance that the proposed underpasses would permit the passage of a horse without a rider. No objections have been lodged.

31. The Committee approves the variation.

Variation 7. Stirling, Section 24

32. There is no construction work involved in this proposal which requires the addition to the City Plan of an existing access road and carpark to enable the leasing of Block 6 to the Arawang Netball Association Inc. No objections have been received.

33. The Committee approves the variation.

Variation 8. Phillip

34. This variation requires the degazettal of a short constructed portion of Parramatta Street, to enable the construction of the Woden Bus Depot in a southerly direction. No objections have been received.

35. The Committee approves the variation.

Variation 9. Tharwa, Section 7

36. This proposal provides for an addition to the plan of an existing laneway between Union and Tharwa, Streets, Tharwa, to maintain lease frontage to several existing residential blocks. No objections to the variation have been lodged.

37. The Committee approves the variation.

September 1981

Margaret Reid
Chairman

Appendix I

Letter from the Minister

(Coat-of-Arms)

Commonwealth of Australia

Minister for the Capital Territory

Parliament House

Canberra, A.C.T. 2600

6 August 1981

My dear Senator,

On 10 August 1981, notice of my intention to vary the plan of layout of the City of Canberra and its environs, representing the 75th series of variations, will be published in the Gazette.

In accordance with the provisions of paragraph 1 (a) of the Committee's Instrument of Appointment, I formally refer the variations to the Committee for investigation and report.

Nine variations to the plan are included in this series. As is usual, public participation will be encouraged through media releases, press advertisements and displays.

All comments or objections relating to the variation proposals which are received by the Department will be forwarded to the Committee for consideration during its examination of the proposals.

Yours sincerely,

MICHAEL HODGMAN

Minister for the Capital Territory

Senator Margaret Reid

Chairman

Joint Committee on the A.C.T.

Parliament House

Canberra, A.C.T. 2600

Appendix II

List of witnesses and objections received

National Capital Development Commission

Mr G. J. Campbell
Chief Planner
Mr G. D. W. Pain
Chief Engineer
Mr P. A. Leonard
Assistant Secretary

Department of the Capital Territory

Mr E. G. Davenport
Assistant Secretary
Mr K. R. Black
OIC, Statutory Processes

ACT House of Assembly

Ms M. Horder
Member—Finance Committee

ACTION for Public Transport

Dr C. L. Watson
Convenor

Ginninderra Community Council

Mr G. W. Caldersmith
Secretary
Mr R. L. E. Beddis
Member of Council

Giralang Community Centre Association

Mr K. H. Matthews
President

Private citizens

Mr A. G. Davies
76 Sherbrooke Street
Ainslie
Mr T. A. Farrey
6 Read Place
Evatt
Mr H. S. Gordon
44 Clarey Crescent
Spence
Mr R. J. Swinbourne
172 Chuculba Crescent
Giralang

Appendix III

Briefing notes supplied jointly by the DCT and NCDC

Seat of Government (Administration) Act 1910

Proposals to vary the Plan of Layout of the City of Canberra and its environs (75th Series)

This briefing material is 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 (the City Plan) which was published in Gazette S167 of 14 August 1981. They have been prepared for the public inquiry by the Joint Committee on the Australian Capital Territory into the 75th series of variations.

These variation proposals were referred to the Committee for investigation and report by the Minister for the Capital Territory in a letter dated 6 August 1981, pursuant to paragraph 1 (a) of the Committee's instrument of appointment.

The 75th series of variations comprise nine items, six of which are being sponsored by the National Capital Development Commission and three by the Department of the Capital Territory.

Copies of all public comments and objections which were received as a result of the Department's publicity of the proposals, are included with the briefing material for the variation to which they refer.

Public Information

As part of its policy to stimulate public interest in the proposals, the Department mounted displays showing all of the variations, at the Belconnen Mall, Monaro Mall, Woden Plaza, Cooleman Court, Dickson Library and the Erindale Centre, Wanniassa. In addition, a display of the Tharwa proposal was erected at Jeffery's Store, Tharwa, and the Spence proposal was erected at the Spence Supermarket. The Department also advertised the variations in the *Canberra Times*.

DEPARTMENT OF THE CAPITAL TERRITORY

Statement for Press

Nine proposed changes were announced today by the Department of the Capital Territory, in the 75th series of variations to the Canberra City Plan.

The changes provide for:

- The addition to the plan of an existing access road and car park off Clarey Crescent, Spence, to provide lease frontage for a site to be leased to the Girl Guides Association.
- The addition to the plan of several roads to provide access to a new subdivision in Giralang between Baldwin Drive and Sections 84 and 85.
- The deletion from the plan of some roads previously gazetted but as yet not constructed, and the addition of several new roads, to provide access to a new subdivision in Florey.
- The addition to the plan of a new access road to serve an existing picnic area in Evatt.
- The addition to the plan of access roads to recreation areas to be developed on Lake Ginninderra Peninsula.
- The addition to the plan of 2.9 km of cycleway adjacent to the alignment of Lady Denman Drive.
- The addition to the plan of an existing access road and car park off Streeton Drive, Stirling, to provide lease frontage for a site to be leased to the Arawang Netball Association, Inc.

- The deletion from the plan of part of Parramatta Street, Phillip, to enable extension of the Woden Bus Depot and expansion of facilities for servicing articulated buses.
- The addition to the plan of an existing laneway in Tharwa to maintain lease frontage to several existing residential blocks.

Twenty-one days are allowed for public submissions or objections to any of the intended changes, which should be sent to the Department of the Capital Territory. All submissions received by the closing date of 7 September 1981 will be forwarded to the Joint Parliamentary Committee on the A.C.T. for consideration during their public hearings into the proposals.

The intended changes will be on display at Belconnen and Monaro Malls, Woden Plaza, Dickson Library, Cooleman Court, and the Erindale Centre, Wanniassa until the closing date for lodgement of submissions. Material relating to the proposed variations in Spence and Tharwa will also be on display at the Spence Supermarket and Jeffery's Store, Tharwa. Copies of the Commonwealth of Australia Gazette containing the notice of intention to vary the plan are available at the Government Bookshop in Alinga Street.

13 August 1981

Note on the 73rd and 74th Series of Variations

On 5 May 1981 the Joint Committee on the A.C.T. reported to Parliament on the 73rd and 74th series of variations with the exception of variation 15 from the 73rd series (Tralee Street, Hume).

The Minister signed the formal variation on 6 May 1981 and it was tabled in both Houses in accordance with the provisions of Section 12A of the *Seat of Government (Administration) Act 1910*, later on that day.

The Committee reported on the remaining item on 12 May 1981 and the Minister signed the variation on 19 May. This instrument was also tabled in both Houses.

No notice of motion for disallowance was moved in either House during the statutory period of six sitting days and the variations are now effective.

75th Series of Variations to the City Plan: Explanatory Statement

Variation 1

SPENCE, SECTION 21: Addition to the plan of an existing access road and car park to provide a lease frontage for a site to be leased to the Girl Guides Association. The road and car park, which are off Clarey Crescent, already serve the Spence Playing Fields and a City Parks Depot.

Variation 2

GIRALANG: Addition to the plan of several roads to provide access to a new subdivision comprising 114 detached housing blocks, which is to be located in the Southern portion of Giralang between Baldwin Drive and Sections 84 and 85. The road connection to Balamara Street is not proposed for construction in the initial stages.

Variation 3

FLOREY (North and South): Deletion from the plan of some roads previously gazetted but as yet not constructed, and addition of several new roads, to provide access to a new subdivision comprising 368 detached housing blocks, 72 cottage housing blocks, 24 courtyard housing blocks, a Government primary school and neighbourhood playing fields in the suburb of Florey. The amendments arise from re-examination of (i) public transit requirements and (ii) location of access intersections to arterial roads.

Variation 4

EVATT, SECTION 124: Addition to the plan of a new access road to serve an existing picnic area. Current access is through Read Place, Evatt and the proposed new access will alleviate vehicular traffic and parking in this residential cul-de-sac.

Variation 5

BELCONNEN (Lake Ginninderra Peninsula): Addition to the plan of approximately 740 m of road to enable vehicular access to recreation areas to be developed on the Peninsula. The access road is in accordance with the Lake Ginninderra Draft Development Plan which was recently subject to extensive public consultation.

Variation 6

CYCLEWAY: Addition to the plan of 2.9 km of cycleway adjacent to the alignment of Lady Denman Drive in order to complete the cycleway circuit around the western section of Lake Burley Griffin.

Variation 7

STIRLING, SECTION 24: Addition to the plan of an existing access road and car park to provide lease frontage for a site to be leased to the Arawang Netball Association Inc. The access road and car park, off Streeton Drive, already serve the Stirling District Playing Fields and existing Commonwealth-owned club house and netball courts. The Arawang Netball Association currently uses the Commonwealth-owned facilities and has negotiated lease terms with the Department.

Variation 8

PHILLIP: Deletion from the plan of approximately 35 metres of constructed roadway, part of Parramatta Street, to enable extension of the Woden Bus Depot and expansion of facilities for servicing articulated buses.

Variation 9

THARWA, SECTION 7: Addition to the plan of an existing laneway to maintain lease frontage to several existing residential blocks. Lease frontage is currently available by means of the existing laneway as indicated on the Village Plan, which was gazetted prior to 1900. It is intended that this plan be cancelled because it is no longer appropriate to the community's need and its continued existence is an impediment to the Commonwealth's current leasing proposals. The cancellation will not disadvantage existing lessees or residents of the Village.

1. Purpose
Addition to the plan of an existing access road and car park to enable the leasing of a site to the Girl Guides Association.
2. Length
90 metres.
3. Cost
Nil.
4. Existing Development
The access road (off Clarey Crescent) and car park service the Spence Playing Fields. A City Parks Administration Depot is located adjacent to the site to be leased to the Girl Guides.
5. Proposed Development
The Crown Lease of the site will require the construction of a Guide Meeting Hall and associated landscaping, to a value not less than \$28 000.
6. Particular Planning Considerations
Building materials and external finishes of the Hall are to harmonise with the adjoining City Parks Administration Depot.
7. Public Information/Consultation
The Girl Guides Association canvassed residents in the area and received strong support for their proposal. Two residents of Clarey Crescent who had been absent at the time of the survey later lodged objections to the proposal.

DCT
10.8.81

1. Purpose
Addition of new access roads off Baldwin Drive to serve 114 detached housing blocks.
2. Estimated Cost
 - (i) Initial stage—\$1.0m
 - (ii) Connecting road and bridge—\$350 000.
3. Existing and Adjacent Development
The site is presently vacant and is situated to the south-west of the local Giralang School, playing fields and shops. The site is bounded by a stormwater channel to the north and north-east, Ginninderra Creek to the west and Baldwin Drive to the south.
4. Proposed Development
The plan proposes 114 standard detached housing blocks. The subdivision relates to the adjoining open space with a combination of battleaxe blocks, side boundaries and road frontages onto the open space. There is no direct block access onto Baldwin Drive. A pedestrian bridge will be constructed across the stormwater channel to provide direct pedestrian access to the local school and shops.
The proposed road, to connect the subdivision to Balamara Street, would offer a more direct vehicular access to the local school and shops, but as the cost is \$350 000 for the road and bridge, it is not proposed to construct this link in the initial development.
The Commission will monitor the occupied subdivision to determine this need at a later date.
5. Particular Planning Considerations
The proposed subdivision is above the 100-year flood level.
6. Environmental Considerations
Nil.
7. Public Information
The Giralang Residents Association has been provided with a plan of the proposed development and invited to comment. The plan was exhibited by the Association at the local shops. No adverse comments were received.
The Association also proposes to disseminate information on the proposal through a newsletter which it distributes throughout the suburb.

NCDC
3 July 1981

1. Purpose
This subdivision in the suburb of Florey extends those areas already settled and previously gazetted. The proposal includes modifications to some roads previously gazetted but not yet constructed.
This need has arisen from a re-examination of external road connections.
2. Estimated Cost
Total land servicing cost for this proposal is estimated to be \$4.4m.
3. Existing Development
There are 104 blocks serviced and leased in South-West Florey. Servicing for a further 38 blocks in that area is to commence shortly.
A Roman Catholic High School, Primary School and Parish Centre are adjacent to these blocks.
4. Proposed Development
The development will provide sites for a Government Primary School, neighbourhood playing fields, 368 detached housing blocks, 72 cottage blocks and 24 courtyard blocks. The average block area for the 368 detached housing blocks is 856m².
5. Particular Planning Considerations
The re-subdivision is in response to:
 - improved access to external roads;
 - concentrated grouping of all facilities in a centre;
 - reconsideration of the busway.These changes have necessitated some variations from the street pattern gazetted in the 64th series.
6. Environmental Considerations
Nil.
7. Public Information
The Commission's published plan for Florey identifies this area for residential development. There are no residents immediately adjacent to the development area and community consultations have not been considered necessary.

NCDC

3 July 1981

1. Purpose
The provision of a new access road from William Webb Drive, Evatt, to serve the Ginninderra Creek parklands and, in particular, an existing recreation development.
2. Length
The length of the proposed access road is 140m.
3. Estimated Cost
Total cost for car park, road and associated landscaping is \$27 000
4. Existing Development
The area in question forms part of the Ginninderra Creek parklands system that stretches from the Ginninderra Lake dam wall through to Macgregor. This section of the creek is particularly attractive and has been developed as a recreation area with a children's play area and picnic facilities. At the present time access is through residential streets with parking at the end of a cul-de-sac.
5. Proposed Development
The proposed road will provide vehicular access to a car park close to the recreation-picnic area. A site adjacent to the car park is to be reserved for a possible community purpose building, e.g. scout-guide hall.
6. Particular Planning Considerations
The new road will provide access and increased recreation opportunities in an important area of the Ginninderra Creek parklands. The road will reduce the need for residential streets to be used for access and parking.
7. Environmental Considerations
The alignment of the new road is across open country and will involve minimal changes to natural grade. Tree planting is proposed in association with the road and this will help assimilate the road into the landscape.
8. Public Consultation
The Ginninderra Community Council and residents of Read Place have been advised of the proposal. Two residents have indicated support for the provision of alternative parking to Read Place but have expressed some concern over the visibility of the parking area from their homes. Landscaping of the area will minimise this visual impact.

NCDC
24 June 1981

1. Purpose
To provide access off Ginninderra Drive to proposed recreation developments on Block 1 of Section 159 Belconnen on Lake Ginninderra peninsula parklands.
2. Length
Length of road to be gazetted is 740 m.
3. Estimated Cost
Cost of road is \$125 000.
4. Existing Development
The area of land extends south from Ginninderra Drive to form a peninsula bounded on the east and west sides by the two arms of Lake Ginninderra. The peninsula is gently undulating with a high rocky promontory to the west with good views. The southern part of the peninsula is heavily wooded. A recreation trail extends around the perimeter of the peninsula and the area is generally well used for informal recreation.
5. Future Development
The peninsula is designated for recreational use. Two recreation areas for swimming, boating and picnicking are to be developed on both the eastern and western sides of the peninsula in the near future. The new road will serve these recreation areas.
6. Particular Planning Considerations
The new road will allow the opening up of a large area of the Lake Ginninderra parklands for recreational use and alleviate some of the overcrowding problems at present occurring in the north-west parklands. Carparks will be provided to initially allow for 120 cars.
7. Environmental Considerations
The alignment of the new road is across open, gently undulating land and will not cause any environmental problems. Fencing associated with the road will prohibit informal and haphazard use of the peninsula.
8. Public Consultation
A program of public consultation has recently been completed in association with the Draft Development Plan for Lake Ginninderra. The access road is in accordance with this plan and several comments were received in support of it.

NCDC
24 June 1981

1. Purpose
Addition of a section of cycleway, from Yarramundi Reach to Lady Denman Drive, at the southwest corner of the Government House site.
2. Length
The total length of this section of cycleway is 2.9 km.
3. Cost
The estimated cost of construction is \$325 000 including two underpasses under Lady Denman Drive and the widening of the footpath on one side of Scrivener Dam.
4. Existing Development
On the northern side of the Dam the cycleway passes through open space associated with the lakeshore. On the southern side of the Dam the cycleway crosses to the western side of Lady Denman Drive via an underpass.
The cycleway then passes through open space beside the Molonglo River and Yarralumla Creek, before crossing back to the eastern side of Lady Denman Drive to link up with the cycleway to Yarralumla Bay. This latter section of cycleway was approved in the 74th series of variations to the City Plan.
5. Proposed Development
The cycleway will complete the circuit around the western section of Lake Burley Griffin. It is intended to restrict vehicular lakeshore access to the formal access and parking areas at Barrenjoey Drive and just north of Scrivener Dam so as not to conflict with cyclepath users.
On Scrivener Dam itself, it is proposed to reduce the road pavement width by .85 m to 6.4 m and thereby increase the width of the footpath on the lakeside of the Dam to 2.1 m to allow adequate width for cycles to pass.
The two underpasses to be provided under Lady Denman Drive will remove the dangers inherent in at-grade crossings over this busy road.
The underpasses are preferred to at-grade crossings in view of the need to maintain the safety of cyclists along Lady Denman Drive, and to improve the efficiency for later connections from Curtin/Woden and Weston Creek to the City and Belconnen.
6. Particular Planning Considerations
The cycleway alignment along a steep section just north of the Dam has been chosen to cater for commuter cyclists as well as recreational cyclists. The alignment has been selected to avoid passing through the existing pine forest whenever possible, to minimise tree loss and reduce cyclepath maintenance.
An alternative route was considered adjacent to the existing fence of Government House which would require cyclists to negotiate steep grades and place them in very close proximity to traffic and associated exhaust fumes. It would also not provide for connections to Woden and Weston Creek which are as satisfactory as the present proposal allows.
7. Environmental Considerations
On the northern side of the Dam some pine trees will be lost. The tree loss will not have a significant effect on the landscape in the area because some thinning has already been carried out and natural re-growth is occurring.
8. Public Information/Consultation
Pedal Power has commented on the proposal and is satisfied with the route chosen.

Their comments in relation to indiscriminate vehicular access in the Yarramundi Reach foreshore area have been noted and will be taken into account in the detailed design stage.

**NCDC
3 July 1981**

1. Purpose

Addition to the Plan of an existing access road and car park to enable the leasing of Block 6, Section 24, Stirling to the Arawang Netball Association, Inc.

2. Length

195 metres.

3. Cost

Nil.

4. Existing Development

The access road (off Streeton Drive) and car park, service the western side of the Stirling District Playing Fields. Commonwealth owned improvements on Block 6 comprise a clubhouse and four bitumen-sealed netball courts.

5. Proposed Development

Nil.

6. Particular Planning Considerations

Nil.

7. Public Information/Consultation

Nil. The Arawang Netball Association, Inc. has been negotiating with the Commonwealth with a view to obtaining a lease of the site.

DCT

10.8.81

1. Purpose
Degazettal of a short, constructed portion of Parramatta Street, to enable the extension of the Woden Bus Depot in a southerly direction.
2. Length
The length of road to be deleted is approximately 35m.
3. Estimated Cost
No additional costs will be involved in this action. (The existing road pavement will be incorporated within the extended Bus Depot site.)
4. Existing Development
The existing development in the Woden Bus Depot includes workshops, administration and staff facilities, bus shelters and refuelling facilities.
5. Proposed Development
The expansion of the Woden Bus Depot will enable the provision of additional servicing facilities for articulated buses.
A 'Bus Only' access will be provided into this extended area from Athllon Drive.
6. Particular Planning Considerations
The extension of Parramatta Street to join Athllon Drive is now no longer required, due to the linking of Melrose Drive to Athllon Drive, approximately 275 metres to the south.
A pedestrian pathway, linking Parramatta Street to the residential development to the east will be maintained.
7. Environmental Considerations
Nil.
8. Public Information
The Department of the Capital Territory supports this proposal.

NCDC

3 July 1981

Tharwa, Section 7

1. Purpose

To include on the plan an existing lane between Union and Tharwa Streets, Tharwa, to provide lease frontage to Blocks 1, 2 and 3, Section 7, Tharwa.

2. Length

The lane is 201 metres long.

3. Cost

Nil.

4. Existing Development

Blocks 2 and 3 are leased for residential purposes.

Block 1 is unleased Crown land.

5. Proposed Development

Nil.

6. Particular Planning Considerations

The lane in question presently exists as a road reservation in the plan of the Village of Tharwa, which was proclaimed under the provisions of the *Crown Lands Act 1884* on 20 March 1885. The plan created under that Act is no longer appropriate to the needs of the community and its continued existence at law is an encumbrance to the Commonwealth's current leasing proposals.

Accordingly, a notice of intention to cancel the plan was promulgated in the *Commonwealth of Australia Gazette* No. S126 on Friday 26 June 1981. Cancellation of the plan cannot be given effect before the expiration of three months from that date.

The addition of the lane to the City Plan will ensure that, upon cancellation of the plan, Blocks 1, 2 and 3 will continue to have lease frontage.

7. Environmental Considerations

Nil.

8. Public Information

Nil.

DCT

10.8.81

Appendix V

AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY

REPORT NO. 26 OF THE STANDING COMMITTEE ON FINANCE

Variations to the Canberra City Plan (75th Series)

September 1981

Personnel of the Committee

Chairman: Mr P. Whalan
Mrs E. Grant
Ms M. Horder
Mr J. Leedman
Mr P. Vallee

Clerk to the Committee:
Mr P. Rummery

Introduction

1. The Standing Committee on Finance has examined the nine variations to the Canberra City Plan as set out in the 75th series of variations contained in *Commonwealth Gazette* No. S 167 of 14 August 1981.
2. Of the nine variations, six of them relate mainly to minor changes to the City Plan. Of the remaining three, one of them, variation no. 3, seeks to delete part of the previously gazetted layout of Florey and establish a new pattern for future development.
3. One of the remaining two, variation no. 6 allows for an extension of the network of cycleways along Lady Denman Drive, this extension will complete the cycleway around Lake Burley Griffin. The last variation no. 2 allows for new roads in Giralang to allow for the development of a new subdivision in that suburb.

COMMITTEE INQUIRY

4. As part of its inquiry the Committee sought and obtained additional information from both the Department of the Capital Territory and the National Capital Development Commission. The Committee wishes to express its appreciation for the assistance provided.
5. As a result of its deliberations, the Committee wishes to express some reservations about variations no. 3 and no. 6. In declaring its reservations about these two proposed developments, it wishes to point out that it does not oppose their construction but believes that, in the case of the cycleway, some comparative costing should have been provided in the briefing notes for the location of the cycleway on the eastern side of Lady Denman Drive.

FLOREY OVERALL PLAN

6. The Committee's concern with variation no. 3 is that it believes that the total road plan for Florey should have been gazetted and not simply the small section outlined in variation no. 3. The Committee in its consultation with the NCDC was shown their overall plan for Florey including the major roads and busway for the suburb. The Committee is not satisfied however with the explanation provided that the total plan for Florey could not have been gazetted at this time.
7. The Committee was advised that the report of the Committee on the Commonwealth Review of Functions expressly curtailed future land development by the NCDC and that the remainder of the suburb of Florey would be developed by private developers. The Committee was informed however that future developers would be obliged to follow the NCDC established plan for the suburb. In this instance, it would seem to be time wasting and costly for the NCDC not to proceed with the total gazettal of Florey at this stage. The additional costs inherent in this type of piecemeal development are not simply those of the NCDC but of the Department of the Capital Territory, the Joint Parliamentary Committee, the House of Assembly and many more.
8. The Committee took the opportunity of inspecting the site and noted that the only development in Florey apart from the two private schools is a small housing development in the south western corner. It was informed that there is some pressure for the release of residential land on the north side of Canberra and that the development of Florey is in response to that demand. However, it believes that by releasing land in the piecemeal fashion outlined in variation no. 3, it could tend to add to speculative pricing of available land to the possible detriment of the private home buyer. By gazetting and developing the total plan the Committee believes it would give land purchasers greater freedom of choice at stable prices.

JOINT PARLIAMENTARY INQUIRY—EVIDENCE

9. In evidence to the Joint Parliamentary Committee hearing on Monday, 21 September 1981, Mr G. Campbell, Chief Planner of the NCDC stated that whilst there was a master plan prepared for Florey there would be some minor changes to detail in the north-east corner of the suburb. He said that these changes to the major roads and the remainder of the Florey plan would be gazetted in the next series of variations currently scheduled for February 1982. When asked why the total plan had not been gazetted in the 75th series, Mr Campbell said that the total plan had not been finalised.

10. The Committee is not convinced that this is sufficient reason for gazetting a portion of the plan at this stage. Rather, it believes that the NCDC should make every endeavour to prepare the total plan for suburbs prior to gazettal and consideration of variation of the City Plan.

ROAD PLANNING

Access Roads

11. Another factor of this variation with which the Committee is concerned is the road development. The Committee sees considerable merit in allowing traffic to exit the suburb onto Southern Cross Drive but believes that provision should be made to allow traffic to exit onto Ginninderra Drive as well.

12. In respect to the outlet into Southern Cross Drive the Committee noted that there was heavy plantation growth in the centre of the road adjacent to the proposed intersection. This growth consisting of mature shrubs and trees, would have to be completely cleared to allow for the appropriate sight lines for motorists to be maintained. The Committee wishes to make this point because of its concern about the location of three T intersections within a relatively short space on what is a high speed road. It is aware of the NCDC comment that previously this outlet from Florey was initially going to intersect Southern Cross Drive at the junction of that road with Chewings Street and that traffic lights were to be installed. However, it is concerned that the high standards of road design which exist in this area are not eroded simply to allow for cost savings in road construction.

13. With regard to the Ginninderra Drive access, the Committee is aware that the master plan for Florey shows a major road servicing the yet ungazetted part of the suburb feeding urban traffic onto Ginninderra Drive. The Committee believes that if the total plan for Florey was gazetted and developed there would be no restriction of access from the suburb. Alternatively, if the small section gazetted is developed without road access to Ginninderra Drive, it is expected that residents will simply drive across the paddocks and cut the wire fence to gain access. There would seem to be no valid reason why the extra access should not be constructed at this time. During the construction of Ginninderra Drive provision was made for the road including the provision of traffic lights. These lights already installed regulate the flow of traffic from Ginninderra Drive into Copeland Drive and could with minimal work allow a safe and regulated access to the northern area of the City for future Florey residents.

14. The Committee finds it difficult to understand why this particular access road is not included in the current gazettal. It has a clear recollection of the problems encountered by residents of Kaleen and Giralang prior to the construction of Ellenborough Street; some residents simply drove across paddocks and cut through fences to gain access to the Barton Highway. Pressure on the NCDC by residents and the House of Assembly saw the construction of Ellenborough Street brought forward to allow residents of Kaleen a safe convenient access to the City and northern suburbs.

15. In respect of the Florey development, the Committee sees similarities to the Kaleen problems and requests the Joint Parliamentary Committee to recommend that

the total plan for Florey be gazetted at this time. Should this not be possible the Committee believes that at least the road access to Ginninderra Drive be gazetted to avoid the frustration experienced by Kaleen residents prior to the construction of Ellenborough Street.

FUTURE ROAD CONSTRUCTION POLICY

16. The Committee was advised by the NCDC that there was some ambiguity about future road construction arising from the Commonwealth Review of Functions Report. The Committee understands that in future land development the successful developer will be responsible for the construction of suburban roads but the NCDC is still undecided about whether they still retain the responsibility to construct the major roads within suburbs. The Committee acknowledges that this is the first major development of residential land since the Report on the Commonwealth Review of Functions but is of the opinion that policy decisions on the responsibility of major road construction should be determined at the earliest possible date to allow for the orderly development of the suburb.

CYCLEWAY EXTENSION

17. In its consideration of Variation No. 6 the cycleway along Lady Denman Drive, the Committee notes that provision is made for two underpasses under Lady Denman Drive. The Committee was informed that underpasses are constructed at a cost of approximately \$100 000 each and whilst they allow for a safe crossing of this busy road, it is concerned about whether a comparative study had been made of routing the cycleway along the eastern side of Lady Denman Drive which would mean the construction of only one underpass and some small re-routing of both the cycleway from Curtin and the trunk route from Weston Creek. The Committee notes that running the route along the Eastern alignment would probably cause the removal of some mature trees but that this might be a consideration if the construction costs were similar and that the cost of one underpass could be saved.

EVIDENCE TO JOINT PARLIAMENTARY COMMITTEE

18. The NCDC Chief Planner was asked by the Joint Parliamentary Committee on the A.C.T. to comment on the Assembly's evidence on Variation No. 6 that comparable costing on the two routes should have been provided. He said that the eastern route had some difficulties because of its likely close proximity to the roadway and that this route was not further considered for safety reasons. Mr Campbell said that because of the height of the path in relation to the road level, safety barriers would need to be erected to prevent cyclists, who inadvertently fell from their cycles, from falling into the path of motor traffic.

19. The Committee believes that this is a commendable approach to the problem but wishes to point out that in other cycle path locations this approach is not necessarily used. The Committee would refer the Assembly to the cycle path located alongside Belconnen Way between Haydon Drive and Bindubi Street where the cycle path runs for approximately half of a kilometre alongside a high speed road with no barrier between the car traffic and the cycle path and where the distance separating the two routes is less than two metres.

20. Again, where the cycle path is located alongside Belconnen Way between Coulter Drive and Eastern Valley Way, the cycle path is within two metres of the road for about the same distance (0.5 km) without a physical barrier for cyclist protection.

21. On the evidence presented therefore the Committee is not convinced that the construction of the path should proceed without a detailed comparative cost study of the

two routes to determine which is the most cost effective bearing in mind that the cost is levied against the Canberra ratepayer.

RECOMMENDATIONS

22. The Committee recommends:

- (1) That variation no. 3 depicting changes to the Plan of Florey be withdrawn from the 75th series of variations and resubmitted when the overall plan for the suburb is finalised.
- (2) That variation no. 6 depicting the cycleway adjacent to Lady Denman Drive be not approved pending the presentation of a comparative cost study of the eastern and western alignments of the route.
- (3) That the recommendations and the Report be transmitted by Message to the Minister.

(P. R. WHALAN)

Chairman

25 September 1981

Commonwealth of Australia Gazette

Published by the Australian Government Publishing Service



No. S167

Canberra, Friday, 14 August 1981

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

I, WILLIAM MICHAEL HODGMAN, Minister of State for the Capital Territory, in pursuance of section 12A (1) of the *Seat of Government (Administration) Act 1910* hereby give notice of my intention to vary the plan of layout of the City of Canberra and its environs published in the *Gazette* of 19 November 1925 as previously modified or varied, in the manner and to the extent shown in the Explanatory Statement hereunder and in the attached detail maps Q5, P5, N5, M5 and J5, the relative positions of which are shown in the attached Index of Detail Maps.

No variation will be made before 21 days from the date of publication of this notice in the *Gazette* to enable any interested parties to lodge submissions and/or objections to any of the proposed variations indicated in this notice. All correspondence relating to these proposals must be addressed to: The Secretary, Department of the Capital Territory, P.O. Box 158, Canberra City, A.C.T. 2601.

Dated this 6th day of August 1981.

MICHAEL HODGMAN

Minister of State for
the Capital Territory

EXPLANATORY STATEMENT 75TH SERIES OF VARIATIONS

VARIATION 1—(Detail Map Q5)

SPENCE, Section 21: Addition to the plan of an existing access road and car park to provide a lease frontage for a site to be leased to the Girl Guides Association. The road and car park, which are off Clarey Crescent, already serve the Spence Playing Fields and a City Parks Depot.

VARIATION 2—(Detail Maps P5 and Q5)

GIRALANG: Addition to the plan of several roads to provide access to a new subdivision comprising 114 detached housing blocks, which is to be located in the Southern portion of Giralang between Baldwin Drive and Sections 84 and 85. The road connection to Balamara Street is not proposed for construction in the initial stages.

VARIATION 3—(Detail Map P5)

FLOREY (North and South): Deletion from the plan of some roads previously gazetted but as yet not constructed, and addition of several new roads, to provide access to a new subdivision comprising 368 detached housing blocks, 72 cottage housing blocks, 24 courtyard housing blocks, a Government

primary school and neighbourhood playing fields in the suburbs of Florey. The amendments arise from re-examination of (i) public transit requirements and (ii) location of access intersections to arterial roads.

VARIATION 4—(Detail Map P5)

EVATT, Section 124: Addition to the plan of a new access road to serve an existing picnic area. Current access is through Read Place, Evatt and the proposed new access will alleviate vehicular traffic and parking in this residential cul-de-sac.

VARIATION 5—(Detail Map P5)

BELCONNEN (Lake Ginninderra Peninsula): Addition to the plan of approximately 740m of road to enable vehicular access to recreation areas to be developed on the Peninsula. The access road is in accordance with the Lake Ginninderra Draft Development Plan which was recently subject to extensive public consultation.

VARIATION 6—(Detail Map N5)

CYCLEWAY: Addition to the plan of 2.9 km of cycleway adjacent to the alignment of Lady Denman Drive in order to complete the cycleway circuit around the western section of Lake Burley Griffin.

VARIATION 7—(Detail Map M5)

STIRLING, Section 24: Addition to the plan of an existing access road and car park to provide lease frontage for a site to be leased to the Arawang Netball Association, Inc. The access road and car park, off Streton Drive, already serve the Stirling District playing fields and existing Commonwealth-owned club house and netball courts. The Arawang Netball Association currently uses the Commonwealth-owned facilities and has negotiated lease terms with the Department.

VARIATION 8—(Detail Map M5)

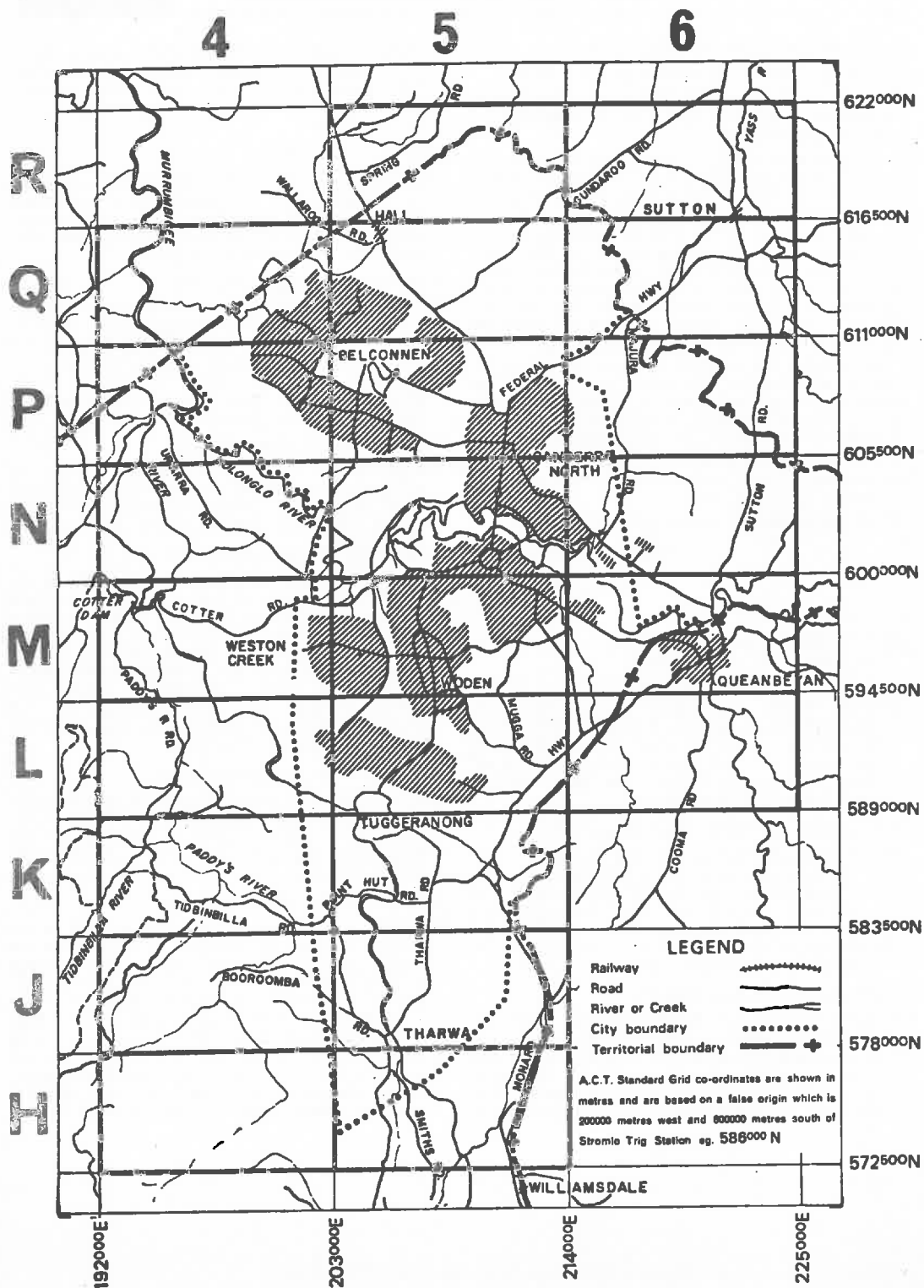
PHILLIP: Deletion from the plan of approximately 35 metres of constructed roadway, part of Parramatta Street, to enable extension of the Woden Bus Depot and expansion of facilities for servicing articulated buses.

VARIATION 9—(Detail Map J5)

THARWA, Section 7: Addition to the plan of an existing laneway to maintain lease frontage to several existing residential blocks. Lease frontage is currently available by means of the existing laneway as indicated on the Village Plan, which was gazetted prior to 1900. It is intended that this Plan be cancelled because it is no longer appropriate to the community's needs and its continued existence is an impediment to the Commonwealth's current leasing proposals. The cancellation will not disadvantage existing lessees or residents of the Village.

Plan of Layout of City of Canberra and its Environs
Published in the *Commonwealth of Australia Gazette*
on 19 November 1925 as Modified or Varied to
7 May 1981.

INDEX OF DETAIL MAPS INCORPORATING THE CITY PLAN



SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP 05



61 62 63 64 65 66 66A 67 68 69 70 71 72 73 74 75

SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MA



60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75

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.....