

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-THIRD/SEVENTY-FOURTH SERIES

MAY 1981

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JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY

The Joint Committee on the Australian Capital Territory was first appointed by resolution of both Houses of Parliament in 1957 and has been re-appointed in succeeding Parliaments. Both Houses resolved to appoint a Joint Committee on the last sitting day in 1956 but time did not permit the appointment of members. The present Committee was appointed for the life of the 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 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) 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

Acting Chairman : Mr K.L. Fry, M.P.
: Senator G. Georges
: Senator L.W. Neal
: Senator E.A. Robertson
: Mr J.M. Bradfield, M.P.
: Mr A.G. Dean, M.P.
: the Hon. J.D.M. Dobie, M.P.
: Mr N.J. Hicks, M.P.
: Mrs. R.J. Kelly, M.P.

Clerk to the Committee : Mr P.F. Bergin

RECOMMENDATIONS

The Committee approves variations 1 to 14 and 16 and 17 contained in the 73rd series and variation 1 of the 74th series.

In considering variation 3, after conducting a thorough inspection of the site, the Committee recommends that the 5 metre limitation on development along the foreshores of Lake Ginninderra on section 65 be extended to a distance of not less than 10 metres from the foreshore.

The Committee further recommends in relation to variation 5 that the Department of the Capital Territory proceed as soon as possible with the gazettal of the whole of Haig Park, Turner.

Introduction

1. In the Commonwealth of Australia Gazettes of 3 March and 10 March 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 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 several occasions between 3 March and 31 March 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, Wanniasa. In addition, a display of variation 17 was erected at Jeffery's Store, Tharwa.

3. On 2 March and 9 March 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 73rd and 74th 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 22 and 23 April 1981. Seventeen witnesses appearing as individuals and representing 6 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. 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. and invited a representative from the A.C.T. Assembly to provide comments on the proposed variations. These comments were based on the 21st Report of the House of Assembly Standing Committee on Finance. The House of Assembly Committee agrees to all except one of the variations. The objection is to variation 3 which concerns the development of areas around the Belconnen Town Centre and Lake Ginninderra. In considering this variation the A.C.T. Assembly recommended that it not be approved until further development plans for Lake Ginninderra have been prepared. Furthermore a cautionary note was added to variation 14 in Kambah where it was stated that a development plan for this area would be required before further sites are released for development.

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 \$4.6m. It should be noted, however, that variations 1,2,4,5,6,11,12,14 and 17 have no cost.

73RD SERIES

Variation 1 - Holt, Section 73

7. There is no construction work involved in this proposal which concerns the addition to the City plan of existing private rights-of-way. The inclusion of these rights-of-way will provide gazetted road frontages to Government-owned town houses in Kellermann Close, Holt. This will enable the possible future leasing of the individual blocks to tenants.

8. The variation has been discussed with residents in the area who have raised no objections. The Committee questioned the Department of the Capital Territory on the possibility of this variation setting a precedent for future sales of other similar Government town houses. The Department of the Capital Territory has provided the Committee with a paper on its policy regarding such sales. This is at Appendix V.

9. The Committee approves the variation.

Variation 2 - Belconnen, Sections 29, 30 and 32

10. This proposal involves the modification of the gazetted alignment of College Street and Josephson Street to conform with existing alignments as constructed in accordance with the proposed Policy Plan for Belconnen Town Centre and Bruce West. No road construction work is required and no objections have been lodged to the variation. The deletion of the roads from the City plan will enable identification of additional land suitable for development in Sections 30 and 32.

11. The Committee approves the variation.

Variation 3 - Belconnen, Sections 55 and 65

12. This variation concerns the construction of two service access roads from Emu Bank to provide rear access to commercial and proposed residential sites. A variation to these sections was considered by this Committee in the 68th Series and disallowed pending preparation of a comprehensive management plan for the Belconnen Town Centre.

13. The National Capital Development Commission issued a Draft Policy Plan for public comment last year and has now adopted a final plan. It is expected that this will be published shortly.

14. Objections have been raised to this variation and to a proposed development of Section 65. A major issue revolves around the desirability of development around the lake foreshore.

15. The Committee, in its consideration of the objections conducted an inspection of the site and assessed the visual and environmental impact of releasing sites five (5) metres from the edge of Lake Ginninderra.

16. It is the Committee's view that this limitation on development does not provide sufficient protection for the lake from pressures associated with development and the Committee recommends that the five (5) metre limitation on development along the foreshores of Lake Ginninderra on Section 65 be extended to a distance of not less than ten (10) metres from the foreshore.

17. Notwithstanding this proviso, the Committee approves the variation.

Variation 4 - Belconnen, Section 114

18. The purpose of this amendment to part of the road layout of the Emu Ridge housing estate is to provide additional sites for town houses in Amess Place. This will allow sites previously designated for flats to be serviced for town houses and does not involve any variation in cost. There are no environmental considerations involved and no objections have been lodged.

19. The Committee approves the variation.

Variation 5 - Turner, Sections 66 and 69

20. There is no construction work or cost involved in this proposal which is to delete from the City plan an unconstructed section of Macleay Street through Haig Park, Turner. The de-gazettal of this unconstructed section of Macleay Street will enable gazettal of Haig Park and will ensure the continued use of Haig Park as a public amenity. There does not appear to have been any difficulty experienced by residents living in Macleay Street owing to the break in the street.

21. The Committee recommends that the Department of the Capital Territory proceed as soon as possible with the gazettal of the whole of Haig Park.

22. The Committee approves the variation.

Variation 6 - Canberra Central District, Acton

23. This involves modification to the gazetted road reservation of Parkes Way to conform with the road as constructed and the addition to the plan of sections of an existing cycleway from the Ferry Terminal to Yarramundi Reach. Works within the

area are essentially complete and an objection lodged by Pedal Power concerning consultation prior to cycleway construction has been withdrawn.

24. The Committee approves the variation.

Variation 7 - Cancelled and replaced by Variation 1, 74th Series

Variation 8 - Parkes

25. This involves the gazettal of a cycleway in Commonwealth Park to provide a link between Commonwealth Avenue bridge and Kings Avenue bridge. The route will complete the cycleway network within the Parliamentary triangle and the design of the path has ensured that existing trees and visual amenities are unaffected. No objections have been lodged.

26. The Committee approves the variation.

Variation 9 - Majura District, Pialligo

27. This variation is to provide a new access road from Fairbairn Avenue to serve the first stage of the playing fields for the Australian Defence Force Academy and a minor adjustment of part of the gazetted road reservation of Fairbairn Avenue to incorporate a short section of constructed road pavement within the road boundary. Consultations have been undertaken with the Australian Defence Force Academy and no environmental impact will result from either proposal. It is not expected that the variation will affect traffic flows along Fairbairn Avenue and no objections have been lodged to the proposal.

28. The Committee approves the variation.

Variation 10 - Fyshwick, Pialligo

29. In this variation it is proposed to modify the gazetted road reservation of Dairy Road to enable construction of a replacement for the Dairy Flat Bridge as well as some modifications to the intersection of Dairy Road with Morshead Drive and Pialligo Avenue. The replacement bridge will overcome some of the present deficiencies of the existing bridge and intersection including poor flood protection, high maintenance costs, high accident rates and delay times. The new bridge will be constructed to withstand levels of flooding anticipated during a ten (10) year period. Estimates provided to the Committee of costs involved in raising the bridge and road to a level which would withstand flood levels anticipated for a fifty (50) year period were judged to be prohibitive.

30. The Committee received assurances that environmental protection measures will be taken to ensure minimum disturbances of the existing environment. The Department of Home Affairs and Environment has stated that an environmental impact study is not necessary for this proposal.

31. Discussions and meetings have been held with organisations who have an interest in the area and no objections have resulted.

32. The Committee approves the variation.

Variation 11 - Hughes, Section 44

33. This proposal deletes a portion of Hughes Place thus permitting the extension of two blocks in the shopping centre. It will provide additional floor space, storage and loading facilities for two supermarkets in the area. The lessees of the blocks in question will construct storage space and loading dock facilities and are in agreement with this proposal.

34. The Committee approves the variation.

Variation 12 - Lyons, Section 55

35. This proposed variation is concerned with modifying the road reservation of Tooms Place to rectify an encroachment by a Scout Hall and to bring the plan into conformity with the roads as constructed. Block 4 is leased to the Australian Boy Scouts Association. The external land, steps and eaves of the Scout Hall encroach on to the road reservation. No objections have been lodged to this proposal.

36. The Committee approves the variation.

Variation 13 - Kambah, Tuggeranong District,
Fisher, Warramunga and Chifley

37. It is proposed in this variation to construct a cycleway connection between western Tuggeranong and Woden/Western Creek. The proposed cycleway commences on the western side of Drakeford Drive and terminates at its intersection with the Woden/Western Creek cycleway.

38. In the Commission's published Metropolitan Cycleway Network the proposed cycleway in this area is shown to the east of the Tuggeranong Parkway for its entire length. Since then it has been decided to locate the southern part of the route west of the Tuggeranong Parkway where "the terrain is more amenable to cycleway construction whilst still providing a direct route to Woden"¹.

39. This variation has attracted objections from Pedal Power as well as several residents of Kambah. Pedal Power argue that

1. Briefing notes, National Capital Development Commission/
Department of the Capital Territory, page 63.

as the cycleway does not follow a scenic route it is intended mainly for commuters and more attention should have been given to the gradient profile of the path. They suggest that the cycleway could have been constructed along the area set aside for the duplication of the Tuggeranong Parkway. The Committee was informed by the National Capital Development Commission that due to future planning in the area and eventual duplication of the Parkway it would be more prudent to construct the cycleway outside the road reservation.

40. Objections from residents of Kambah, particularly residents residing in Sinclair Street, claim that the proposed cycleway route will add up to two (2) kilometres to the journey to Woden and that it disadvantages people living in the Mount Taylor area of Kambah. In answer to this, the National Capital Development Commission pointed to the difficulty of traversing the Tuggeranong Parkway safely and stated that the proposed path balanced the competing interests for direct access to Woden by residents from all areas of Kambah.

41. The Committee, while appreciating the difficulties expressed by certain Kambah residents, is satisfied that the proposed route is the safest, most practicable alternative.

42. The Committee approves the variation.

Variation 14 - Kambah, Section 286

43. The purpose of this variation is to add an existing public car park to the plan to provide lease access for a site for the Boy Scouts and Girl Guides Associations. The car park presently services the Kambah Tennis Club and the Nissan Hut and Woolshed of the old Kambah homestead.

44. Although there have been no objections to this variation the House of Assembly has placed on record its concern about the need for an overall plan for the area. The National Capital Development Commission has indicated that it will have discussions with the House of Assembly on proposals for the area.

45. The Committee approves the variation.

Variation 15 - Jerrabomberra/Tuggeranong Districts

46. Deferred for future consideration.

Variation 16 - Tuggeranong District

47. This variation involves a major road work estimated at \$2.1 million. It concerns the modification of part of a road reservation of the Monaro Highway to provide an improved alignment adjacent to the suburbs of Richardson, Caldwell and Theodore.

48. The National Capital Development Commission has indicated to the Committee that the road will be constructed before residential leases surrounding the highway are made available for sale. No objections have been lodged to this proposal.

49. The Committee approves the variation.

Variation 17 - Paddy's River District, Block 72

50. The purpose of this proposal is to remove from the plan a section of road reservation in North Street, Tharwa to enable the land to be incorporated in Block 72, Paddy's River District. The Committee was informed at the public hearing that this deletion was intended to correct an historical oversight and will enable a variation of the lease boundary.

51. The Committee was informed that there is not likely to be any further de-gazettals of this kind in the area and there have been no objections to the proposal.

52. The Committee approves the variation.

74TH SERIES

Variation 1 - Yarralumla

53. This is an addition to the plan of a cycleway from Lady Denman Drive to Yarralumla Bay as part of the cycleway network around Lake Burley Griffin. The original path of this cycleway was to have been located north of the Royal Canberra Golf Club so that it would not interfere with any future extension of the Club.

54. This variation was withdrawn and replaced by a new proposed route which is slightly shorter than the original one. Objections have been lodged by Pedal Power as well as by the Westbourne Woods Action Association and three residents.

55. One problem which has been commented on relates to the steep grading of the proposed route and the fact that this will detract from its recreational value. It was stated in evidence that the preferred alignment was chosen to minimise interference and/or intrusion into the Royal Canberra Golf Club thereby reducing any potential hazard caused by too close a proximity to a golf green. The possibility of conflict between cyclists and golfers resulting in possible injury was discussed but it was not known at this stage whether there is any proposal to erect a fence between the Golf Club area and the land surrounding the cycleway.

56. Criticism concerning "piecemeal variations" and the fact that the proposed track will provide no connection with existing

cycleways to Civic or Belconnen was countered by the National Capital Development Commission who stated that this was part of a continuous program of cycleway constructions and that in the long term a comprehensive network of inter-connected cycleways will result.

57. The Committee approves the variation.

A handwritten signature in black ink, appearing to read 'Ken Fry', with a stylized flourish at the end.

Ken Fry
Acting Chairman

May 1981



PARLIAMENT OF AUSTRALIA

APPENDIX I

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

My dear Senator,

On 3 March 1981, notice of my intention to vary the plan of layout of the city of Canberra and its environs, representing the 73rd 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.

Seventeen 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 John Knight,
Chairman,
Joint Committee on the A.C.T.,
Parliament House,
CANBERRA. A.C.T. 2600



COMMONWEALTH OF AUSTRALIA

APPENDIX I

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

1981

Ken
My dear Mr Fry,

Notice of intention to vary the plan of layout of the City of Canberra and its environs will be published in the Gazette of 10 March 1981. The series consists of one item replacing variation 7 of the 73rd series, which was published in Gazette No. S35 of 3 March 1981.

Wide publicity will be given to the proposals, which represent the 74th 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.

Kind regards,

Yours sincerely,

MICHAEL HODGMAN
Minister for the Capital Territory

Mr K.L. Fry, M.P.,
Deputy Chairman,
Joint Committee on the A.C.T.,
Parliament House,
CANBERRA, A.C.T., 2600.

APPENDIX II

LIST OF WITNESSES

National Capital Development Commission

Mr G.J. Campbell,
Chief Planner

Mr G.D.W. Pain,
Chief Engineer

Dr D.M. Hogg,
former Principal Environmental
Officer

Department of the Capital Territory

Mr R.G. Gallagher,
Assistant Secretary

Mr E.G. Davenport,
Assistant Secretary

Mr K.R. Black
OIC, Statutory Processes

A.C.T. House of Assembly

Ms M. Horder,
Member - Finance Committee

Pedal Power A.C.T. Inc

Mr R.G. Horn,
Physical Planning Officer

Ms S.P. Warth,
President, Safety Education Officer

Private Citizens

Dr W.S. Cathro,
Sinclair Street,
Kambah.

Mr B.L. Hammond,
39 Glasgow Street,
Hughes

Mr D. Moore,
15 Neworra Place,
Giralang

Mr F.E. Peters,
12 Bavin Street,
Curtin

Mr D.P. Reynolds,
7 O'Shannassy Street,
Curtin

Tralee Station

Mr B.L. Morrison,
Owner

Westbourne Woods Action Association

Mr B. Haddy,
Convenor

Mr R.J. Perkins,
Member

Objections/submissions made by persons and organisations who did
not appear before the Committee

Mr A.L. & Mrs P.G. Love

Mr T.G. Mikosza

Mr R.R. & Mrs J.L. Riddett

Mr K.A. & Mrs G.J. Taysom

APPENDIX III

SEAT OF GOVERNMENT (ADMINISTRATION) ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS ENVIRONS (73RD AND 74TH SERIES)

This briefing material is intended to supplement the information contained in the notices of intention to vary the plan of layout of the city of Canberra and its environs (the City Plan) which were published in Gazettes S35 of 3 March 1981 and S39 of 10 March 1981. They have been prepared for the public inquiry by the Joint Committee on the Australian Capital Territory into the 73rd and 74th series of variations.

These variation proposals were referred to the Committee for investigation and report by the Minister for the Capital Territory in letters dated 2 March and 9 March 1981, pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 73rd series of variations comprise 16 items, twelve of which are being sponsored by the National Capital Development Commission and four by the Department of the Capital Territory. The 74th series comprises only one item, which cancels and replaces an originally gazetted 7th item in the 73rd series.

Copies of all public comments and objections which were received as a result of the Department's publicity of the proposals, are included as a supplement to these notes.

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, Wanniasa. In addition, a display of the proposal to delete a portion of road reservation in North Street, Tharwa was erected at Jeffery's Store, Tharwa. The Department also advertised the variations in the Canberra Times on several occasions between 3 March and 31 March 1981.

As a result of the publication of the 74th Series on 10 March, the normal 21 day period for lodgment of public comment on the 73rd series was extended to 28 days.

Seventeen proposed changes to the Canberra City Plan were announced today by the Department of the Capital Territory.

The changes provide for -

- . the addition to the Plan of several rights-of-way serving government-owned residences in Kellermann Close, Holt;
- . the alteration of the gazetted alignment of Collage and Josephson Streets, Belconnen to conform with their existing alignments;
- . the addition of two service access roads from Emu Bank to provide rear access for mixed commercial sites fronting a pedestrian route on Sections 55 and 65, Belconnen;
- . the amendment of part of the road reservation of Amess Place to provide additional sites for town houses in Stage 2 of Emu Ridge, Belconnen;
- . the deletion from the plan of an unconstructed section of MacLeay Street, Turner through Haig Park;
- . modifications to the gazetted road reservation of Parkes Way to conform with the road as constructed and the addition to the Plan of sections of the cycleway from the Ferry Terminal to Yarramundi Reach, previously constructed but not gazetted;
- . the addition of a section of cycleway from Lady Denman Drive (adjacent to Government House) to Yarralumla Bay;
- . the gazettal of a cycleway in Commonwealth Park and Kings Park;
- . the addition to the plan of a new access road from Fairbairn Avenue to serve Stage I of the playing fields for the Australian Defence Force Academy, and a minor adjustment to part of the road reservation of Fairbairn Avenue to incorporate a short section of constructed road pavement within the road boundary;
- . the modification of the alignment of Dairy Flat Road to allow for the construction of a replacement for the Dairy Flat Bridge and modifications to the intersection of Dairy Road with Moreshead Drive and Pialligo Avenue;
- . the deletion of a portion of Hughes Place to permit the extension

- of Blocks 4 and 5 Section 44 Hughes to provide additional floor space for storage and loading dock facilities;
- modification of the road reservation of Tooms Place, Lyons to rectify an encroachment by a Scout Hall and to bring the Plan into conformity with the road as constructed;
- the addition to the Plan of a cycleway connection between western Tuggeranong and Woden-Weston Creek;
- the gazettal of an existing car park to provide lease access for a site for the Boy Scouts and Girl Guides Associations;
- the extension of a road from Tralee Street, Hume in a south-westerly direction to the Monaro Highway to provide access to a site proposed for Koppers Australia Pty Ltd (timber processing plant) and to other future industrial sites in the southern portion of the Hume Industrial Estate;
- modification of part of the road reservation of the Monaro Highway between Johnson Drive and Wrights Drive to provide an improved alignment; and
- the removal from the Plan of a section of the road reservation of North Street, Tharwa to enable the land to be incorporated in Block 72, Paddys River District.

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 24 March 1981 will be forwarded to the Joint 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, Wanniasa until the closing date for lodgement of submissions. Copies of the Commonwealth of Australia Gazette are available at the Government Bookshop in Alinga Street.

3 March 1981

DEPARTMENT
OF THE
CAPITAL TERRITORY

**STATEMENT
FOR PRESS**

A proposed variation to the Canberra City Plan involving a cycleway between Yarralumla Bay and Lady Denman Drive has been re-gazetted following a change in its originally advertised route.

It was intended, under plans announced on 3 March 1981, to have the cycleway located north of the Rooyal Canberra Golf Club so it would not interfere with any future extension of the club.

The original variation has been withdrawn and replaced by a new proposed route. A new gazettal has been made of the cycleway over a slightly shorter route.

As a result of this change the Department of the Capital Territory has extended to 31 March 1981 the date for submissions on the latest proposal and those advertised on 3 March 1981.

12 March 1981

NOTE ON THE 70th, 71st AND 72nd SERIES OF VARIATIONS

On 21 August 1980, the Joint Committee on the A.C.T. reported to Parliament on its findings in connection with the 70th Series of Variations. The Committee recommended that all of the variations proposed in the series be approved.

The Minister's notice of variation was executed on 27 August 1980 and tabled in both Houses on that day. The statutory tabling period of six sitting days expired on 12 September 1980 in the Senate and 16 September 1980 in the House of Representatives.

The Committee's recommendations on the 71st Series were presented to Parliament on 9 September 1980. Ten of the eleven items were recommended for approval. The eleventh item relating to Section 12 Deakin was deferred for further consideration.

The Minister's notice of variation covering the ten approved items was signed on 9 September 1980 and tabled in both Houses on that day. The statutory tabling period of six sitting days expired in the Senate on 16 September 1980 and in the House of Representatives on 18 September 1980.

On 26 February 1981, the Minister renewed the reference on the deferred item. The Committee considered the proposal on 13 March 1981.

The Committee's report on the 72nd Series of variations was presented on 16 September 1980. The series comprised three items of which two were approved. The third (William Hovell Drive extension) was deferred for further consideration.

The Minister's notice of variation covering the two approved items was signed on 16 September 1980 and tabled in both Houses on 17 September. The statutory tabling period of six sitting days expired

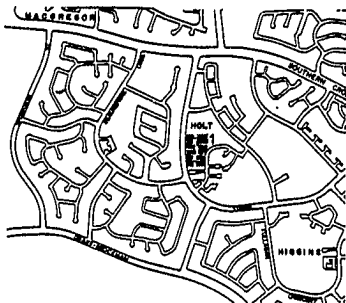
on 27 November 1980 in the Senate and on 2 December 1980 in the House of Representatives.

On 26 February 1981, the Minister renewed the reference on the deferred item. The Committee considered the proposal on 13 March 1981.

**73rd Series
of Variations**

VARIATION 1--(MAP P4):

HOLT, Section 73, Kallermann Close: Addition to the plan of existing rights-of-way to enable possible future leasing of government-owned town houses to tenants.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 1BRIEFING NOTESBOLT, SECTION 73, KELLERMANN CLOSE1. Purpose

To include on the plan several rights-of-way currently serving government-owned town houses in Kellermann Close, Bolt, in order to facilitate possible future leasing of units to tenants.

2. Area

A total area of approximately 2840 sq metres is to be added to the road reservation.

3. Cost

Nil - no further road construction is necessary.

4. Existing Development

Kellermann Close currently serves 41 Commonwealth-owned town houses which are rented to tenants by the Commissioner for Housing. Access to most of the units is along private rights-of-way which provide a connection between the block boundary and the gazetted alignment of Kellermann Close, which was included on the plan in the 60-61st Series of variations in August 1976.

5. Proposed Development

It is proposed to include the rights-of-way on the City Plan to provide gazetted road frontages to each of the properties. This will enable the possible leasing of the individual blocks in the future.

6. Particular Planning Considerations

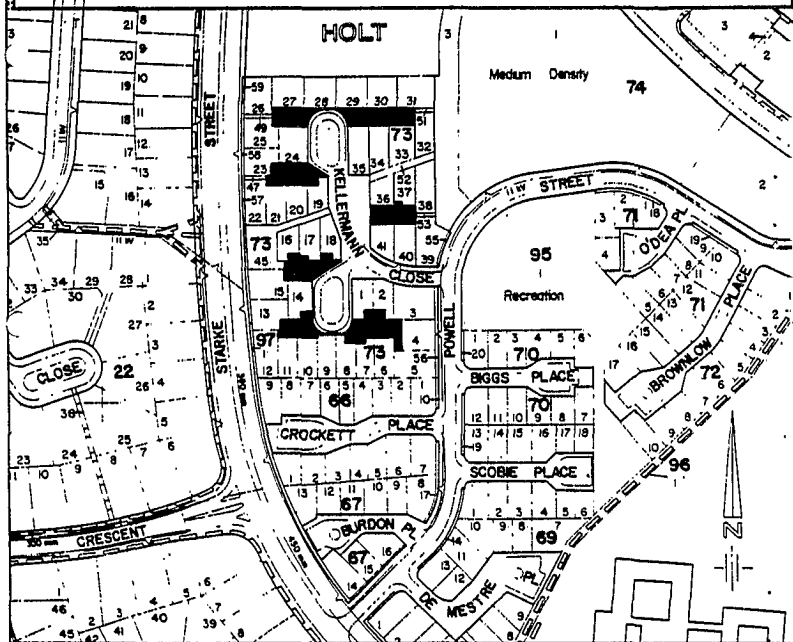
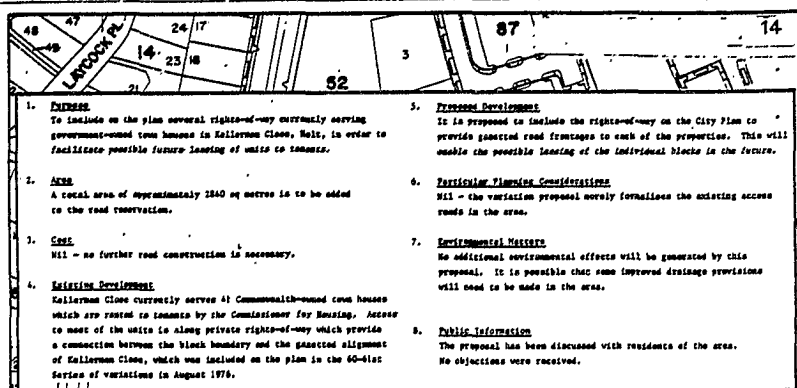
Nil - the variation proposal merely formalises the existing access roads in the area.

7. Environmental Matters

No additional environmental effects will be generated by this proposal. It is possible that some improved drainage provisions will need to be made in the area.

8. Public Information

The proposal has been discussed with residents of the area.
No objections were received.



73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS

DCT

ROAD ADDITION



ROAD DELETION



HOLT
SECTION 73

0 50 100m
1:2500

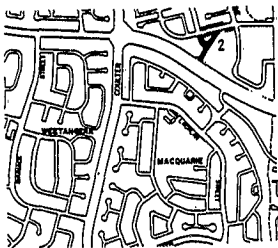
1161
81





VARIATION 2—(MAP P5)

BELCONNEN, Sections 29, 30, 32: Modification of the gazetted alignments of College and Josephson Streets to conform with existing alignments as constructed. This proposal reverses a variation which was included in the 62nd series.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 2BRIEFING NOTESBELCONNEN, SECTIONS 29,30,32 : RE-ALIGNMENT OF COLLEGE STREET1. Purpose

To alter the gazetted alignment of College Street and Josephson Street to conform with existing alignments as constructed in accordance with the proposed Policy Plan for Belconnen Town Centre and Bruce West.

2. Length

No further road construction is required.

3. Cost

Nil

4. Existing Development

The subject area is in the Belconnen Service Trades sector of the Town Centre. Only one property, the Australian Survey Office Depot on Block 1, Section 32, abuts the alignment of the roads subject to degazettal. Access to this block will not be affected by the degazettal.

5. Proposed Development

Part of the 62nd Series of Variations to the City Plan, which was gazetted in 1976, provided for addition of a new alignment of College Street, west of Lathlain Street, to connect with Belconnen Way, and the extension of Josephson Street to connect with the new alignment, together with the deletion of part of the existing alignment of College Street.

The roads proposed for degazettal at that time had already been constructed and were in use. As a result of representations, it was decided not to proceed with the works required to put the changes into effect and the present variation reverses the variation included in the 62nd series, by re-instating the existing roads on the plan.

The amendment proposed in this variation is in accordance with the Draft Policy Plan for the Belconnen Town Centre and Bruce West.

6. Particular Planning Considerations

The existing road pattern is now considered to provide satisfactory traffic circulation. An additional access to the town centre from Belconnen Way is no longer considered necessary.

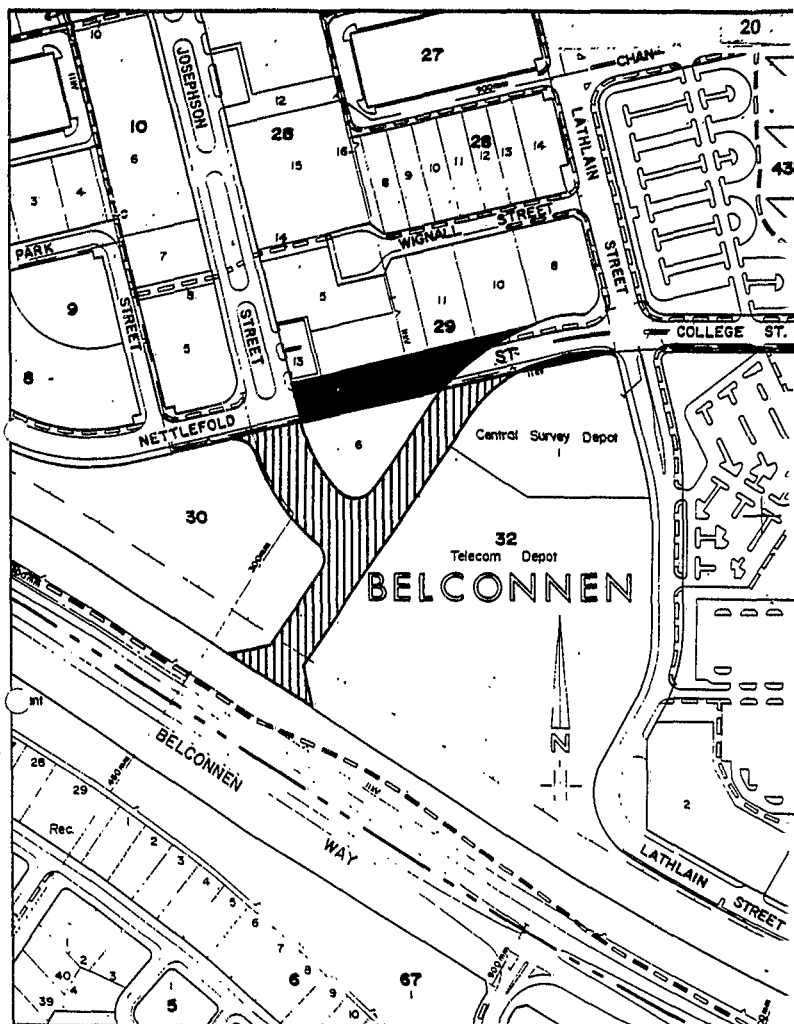
The deletion of the roads from the City Plan will enable identification of additional land suitable for development in Sections 30 and 32.

7. Environmental Considerations

Nil.

8. Public Information

The Draft Policy Plan for Belconnen Town Centre, which was publicised in July 1980, is consistent with the proposed gazettal variations, and there were no comments received on the proposal to degazette the road.



73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS



Partial Addition



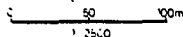
Road Addition



BELCONNEN

SECTION 30

PART ROAD ADDITION AND DELETION



2368

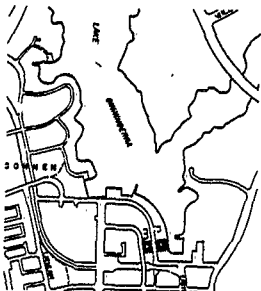
80

VARIATION 2



VARIATION 3—(MAP P5):

BELCOMMEN, Sections 55 and 65: Addition to the plan of service access roads to provide rear access from Ems Bank to mixed commercial sites fronting an existing east-west pedestrian route on Sections 55 and 65.



**THIS VARIATION HAS ATTRACTED
PUBLIC COMMENTS OR OBJECTIONS.
PLEASE REFER TO PART 2 OF THE
BRIEFING NOTES FOR COPIES OF
THE SUBMISSIONS.**

73RD SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION NO. 3

BRIEFING NOTES

BELCONNEN, SECTIONS 55 AND 65 : SERVICE ACCESS ROADS.

1. Purpose

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

2. Length

(a) Length of road on Section 55 is 40m.

(b) Length of road on Section 65 is 50m.

3. Estimated Costs

(a) Cost of road on Section 55 is \$40,000

(b) Cost of road on Section 65 is \$40,000.

4. Existing Development

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

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

At present, development on Section 55 is confined to a temporary bitumen pedestrian link from CCAE and the former YMCA hostel to the Belconnen Mall, which is located to the west of Benjamin Way.

Section 65 contains the former YMCA Hostel and minor pedestrian paths, a footbridge and small carpark, as well as initial landscaping in the Town Park. Additional minor works and lakeshore landscape works have also been completed.

5. Proposed Development

Two lane culs-de-sac are proposed for Sections 55 and 65. Both roads will provide rear access to commercial sites on the southern side of an upgraded pedestrian route from the former YMCA hostel to the Library and Belconnen Mall. The culs-de-sac may be extended in a southerly direction at a later stage, providing access to proposed residential development.

Both roads will enable the normal service requirements of these sites to be met.

6. Particular Planning Considerations

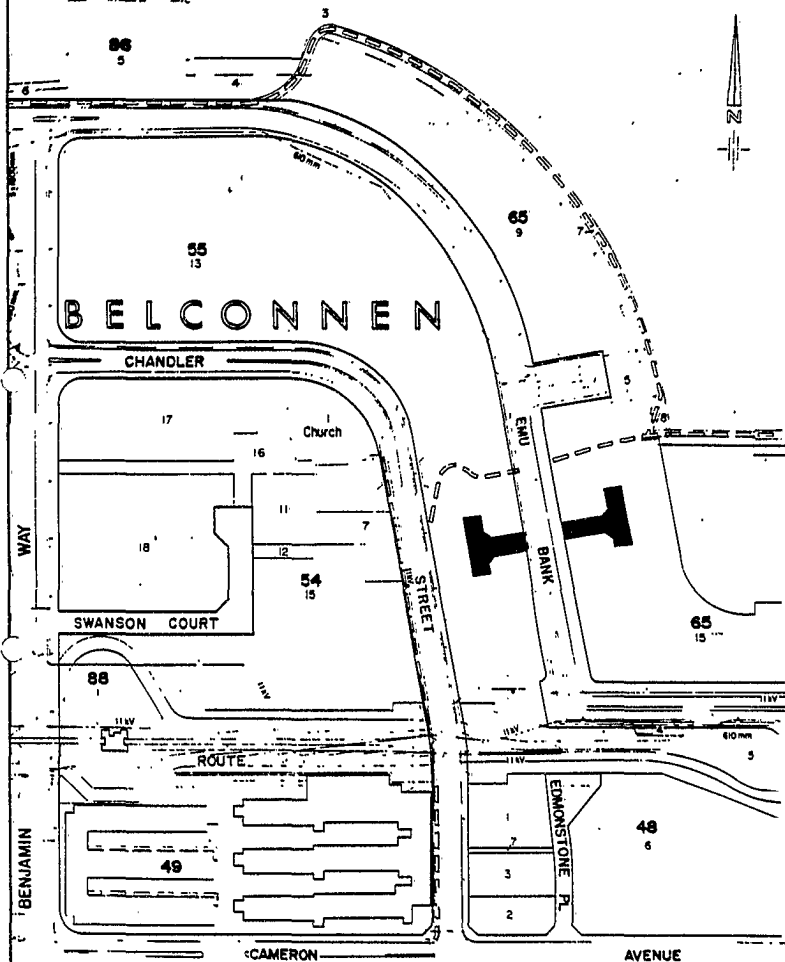
Construction of the proposed roads will enable early release of commercial sites along the east-west pedestrian route for the provision of club sites, small office accommodation, fast food outlets and restaurants. Development of these sites will support the build-up of activities in close proximity to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

7. Environmental Considerations

Site releases will be kept at least 5m from the edge of Lake Ginninderra. Surface water runoff is to be controlled to ensure protection of the ecology of Lake Ginninderra.

8. Public Information

Similar proposals were submitted to the Parliamentary Joint Committee in the 68th Series on 31/10/79 and because of the objections, the Committee asked that the Commission reconsider the proposals, following release of Balconnen Town Centre Policy Plan for public comment.

73rd

SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS



ROAD ADDITION



ROAD DELETION



BELCONNEN

BELCONNEN T.C. SECT 55 AND 65

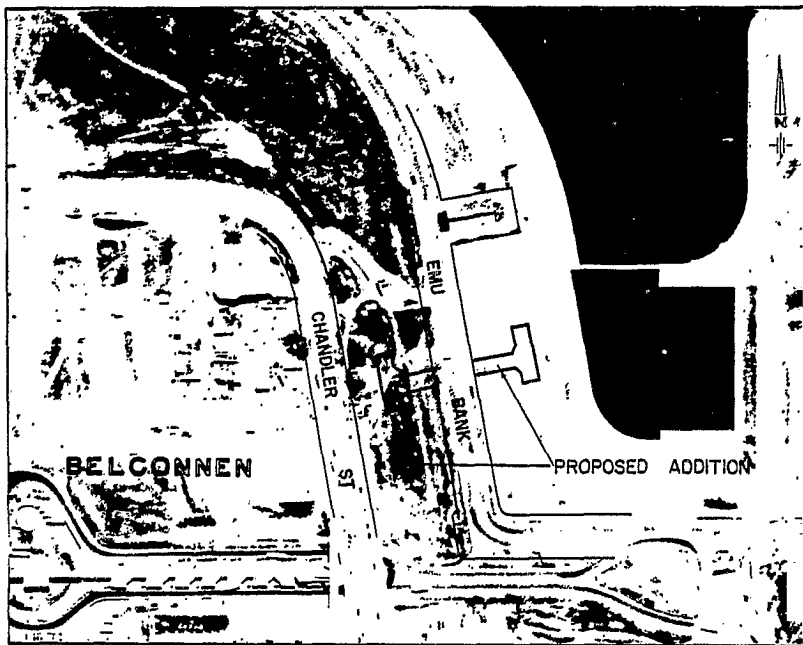
ROAD ADDITION

0 50 100m
1:2500

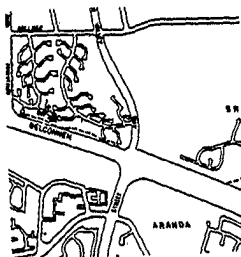
2366

80

VARIATION 3



VARIATION 4--(MAP 75):
BELCONNEN, Section 114; Modification of part of
a gazetted road reservation to provide additional
sites for town houses in Arsons Place.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 4BRIEFING NOTESBELCONNEN, SECTION 114 : EMU RIDGE STAGE 2. ROAD MODIFICATIONS1. Purpose

The amendment of part of the road layout of Emu Ridge Housing Stage II, to provide for the extension of Anass Place and minor variation to the boundary of the existing road reserve.

2. Estimated Cost

These modifications will not involve any variation in cost.

3. Existing and Proposed Development

Emu Ridge, Stage I, was serviced in 1977, and the serviced sites are now nearly all committed. The unsold sites include two sections which permit flats.

During 1980, the demand for town house sites increased, and the proposed variation allows for the bulk of Stage II to be made available for sale.

4. Particular Planning Considerations

- (a) The modifications involve the extension of the roadway and visitor parking area in the eastern corner of Section 114, to allow sites previously designated for flats, to be serviced for town houses. The flats as previously proposed contained the bulk of their car parking in basements and a small amount of additional visitor parking is now being provided within the road reserve.

5. Environmental Considerations

There are no significant environmental impacts resulting from these changes.

6. Public Consultation

Nil - the variations are minor and do not affect any existing leases.

1. Purpose

The amendment of part of the road layout of Ken Ridge Housing Stage II, to provide for the extension of Amess Place and minor variation to the boundary of the existing road reserve.

2. Estimated Cost

These modifications will not involve any variation in cost.

3. Existing and Proposed Developments

Ken Ridge, Stage I, was serviced in 1977, and the serviced sites are now nearly all committed. The unsold sites include two sections which permit flats.

During 1980, the demand for town house sites increased, and the proposed variation allows for the bulk of Stage II to be made available for sale.

4. Particular Planning Considerations

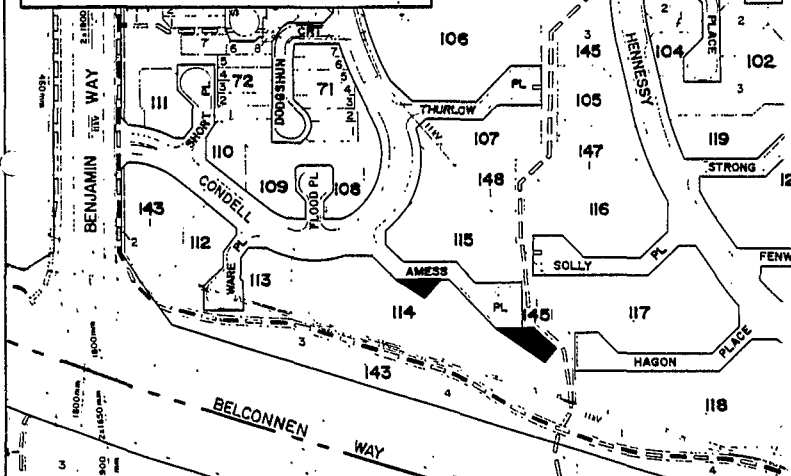
(a) The modifications involve the extension of the roadway and visitor parking area in the eastern corner of Section 114, to allow sites previously designated for flats, to be serviced for town houses. The flats as previously proposed contained the bulk of their car parking in basements and a small amount of additional visitor parking is now being provided within the road reserve.

5. Environmental Considerations

There are no significant environmental impacts resulting from these changes.

6. Public Consultation

N11 - the variations are minor and do not affect any existing interests.



73rd

SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS



ROAD ADDITION



ROAD DELETION



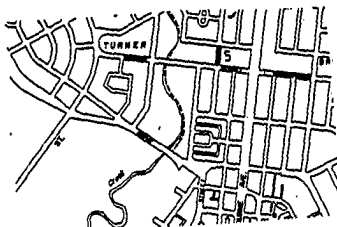
BELCONNEN

AMESS PL, RD ADDITION

1:10,000

2303
80

VARIATION 5—(MAP NS):
TURNER, Sections 46, 69: Deletion from the plan
of an reconstructed section of Macleay Street
through Hale Park to enable gazettal of Hale Park
under the *Public Parks Ordinance 1928*.



73RD SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION NO. 5

BRIEFING NOTES

TURNER, SECTIONS 66,69: DELETE RESERVATION OF
MACLEAY STREET THROUGH HAIG PARK

1. Purpose

The de-gazettal of an unconstructed section of Macleay Street, between Masson and Greenway Streets through Haig Park, Turner.

2. Length/Area

The length of road reservation to be deleted is 122m. The area of the land involved is 3,904².

3. Estimated Cost

Nil

4. Existing Development

There are significant mature trees within the road reservation which form part of the continuous landscape planting in Haig Park.

5. Future Development

It is proposed to gazette the whole of Haig Park as a public park, under the Public Parks Ordinance (1928) following the de-gazettal of this section of Macleay Street reservation.

6. Particular Planning Considerations

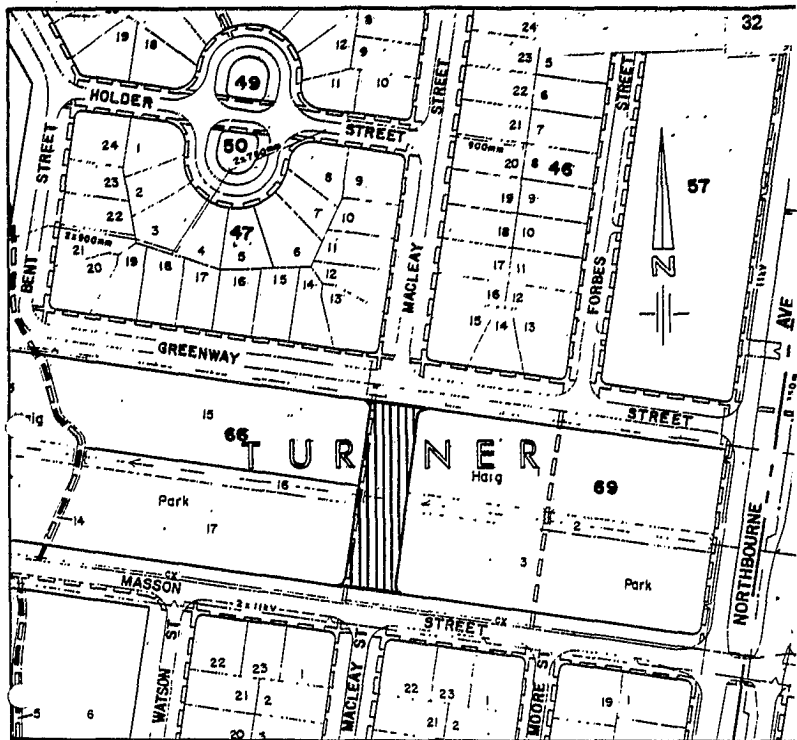
The continuation of Macleay Street through Haig Park would adversely affect the residential amenity of the remainder of Macleay Street and would break the continuity of the tree line which Haig Park provides. The construction of the road has not been given serious consideration for many years.

7. Environmental Considerations

This proposal does not result in any changes to the existing physical situation.

8. Public Consultation

Nil



1. Purpose

The de-gasettal of an unconstructed section of Macleay Street, between Masson and Greenway Streets through Haig Park, Turner.

2. Length/Area

The length of road reservation to be deleted is 122m. The area of the land involved is 3,904m².

3. Estimated Cost

N/A

4. Existing Development

There are significant mature trees within the road reservation which form part of the continuous landscape planting in Haig Park.

5. Future Development

It is proposed to gazette the whole of Haig Park as a public path, under the Public Parks Ordinance (1928) following the de-gasettal of this section of Macleay Street reservation.

6. Particular Planning Considerations

The continuation of Macleay Street through Haig Park would adversely affect the residential amenity of the remainder of Macleay Street and would break the continuity of the tree line which Haig Park provides. The construction of the road has not been given serious consideration for many years.

7. Environmental Considerations

This proposal does not result in any changes to the existing physical situation.

8. Public Consultation

N/A

73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS



ROAD ADDITION



ROAD DELETION



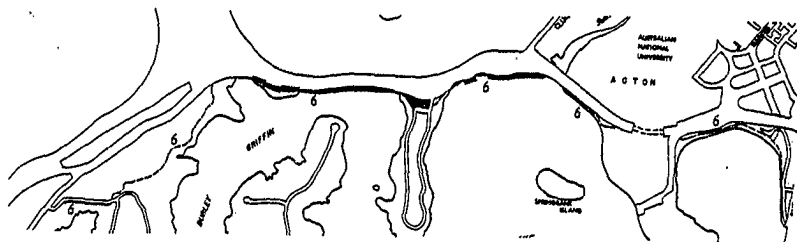
TURNER
HAIG PARK - PART MACLEAY ST
ROAD DELETION

0 50 100m
1:2500

2300
80

VARIATION 6—(MAP NS):

CANBERRA CENTRAL DISTRICT, ACTON: Modifications to the gazetted road reservation of Parkes Way to conform with the road as constructed and the addition to the plan of sections of an existing cycleway from the Ferry Terminal to Yarramundi Reach.



**THIS VARIATION HAS ATTRACTED
PUBLIC COMMENTS OR OBJECTIONS.
PLEASE REFER TO PART 2 OF THE
BRIEFING NOTES FOR COPIES OF
THE SUBMISSIONS.**

73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 6BRIEFING NOTESCANBERRA CENTRAL DISTRICT, ACTON: PARKES WAY1. Purpose

To amend the formerly gazetted road reservation for Parkes Way, consequent upon the completion of works for the "Molonglo Arterial" project, to reflect the final extent of road and earthworks as constructed.

- i) The proposed variations involve a number of adjustments to the boundary of the road reservation to cover areas where the extent of earthworks required to change the lakeshore were either less or more than originally intended. The effect of these variations is to (a) increase the lake area immediately to the west of Black Mountain Peninsula; and (b) amend the lake shore in three locations immediately to the east of the peninsula resulting in a net increase of the lake area.
- ii) Three areas of land, one at the northern end of Black Mountain Peninsula and two near Acacia Inlet are proposed for de-gazettal for inclusion in the public open space on the lake foreshore.
- iii) A small area of land near Acacia Inlet is proposed for inclusion in the road reservation to fully encompass a car park for rowing regatta spectators.
- iv) A narrow strip of land south of Clunies Ross Street is proposed for inclusion in the road reservation to incorporate a section of cyclepath within the road for management and maintenance purposes. The cyclepath falls within the area of earthworks for the roadway.
- v) The remainder of the existing cycleway which is located between the Acton ferry terminal and Yarramundi Reach which was constructed in association with the "Molonglo Arterial" project is also proposed for inclusion on the plan.

2. Area

The total area of land to be added to the road reservation is $3,170\text{m}^2$ and the total area to be deleted from the reservation is $31,750\text{m}^2$. In addition, a total length of approximately 2.8km of cyclepath is to be included on the plan.

3. Cost

Nil.

4. Existing Development

The "Molongio Arterial" roadworks and the related cycleway facility have been constructed in, and adjacent to, the currently gazetted corridor.

5. Future Development

Works within the area are essentially complete. However, some upgrading of existing landscape works may become necessary for visual and maintenance reasons.

6. Particular Planning Considerations

The proposed amendments will reduce the amount of land used for road reservations, thus making land available for recreational purposes. They will also identify the actual high-water mark of the lake, and will formalise the existing cycleway which was constructed as part of the road project.

7. Environmental Considerations

Nil effect.

8. Public Consultation

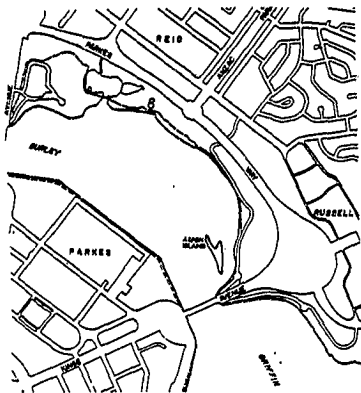
Nil.

VARIATION 7

VARIATION 7 RELATED TO THE ADDITION TO THE
PLAN OF A CYCLEWAY IN YARRALUMLA. IT WAS
CANCELLED BY NOTICE IN GAZETTE NO. S 39 OF
10 MARCH 1981 AND WAS REPLACED BY VARIATION
1 OF THE 74th SERIES (see page 85).

VARIATION 2—(MAP NS):

PARKES: Addition to the plan of sections of a
cycway through Commonwealth and Kings Parks
on the northern edge of Lake Burley Griffin.



**THIS VARIATION HAS ATTRACTED
PUBLIC COMMENTS OR OBJECTIONS.
PLEASE REFER TO PART 2 OF THE
BRIEFING NOTES FOR COPIES OF
THE SUBMISSIONS.**

73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 3BRIEFING NOTESPARKS, COMMONWEALTH PARK, KINGS PARK: CYCLEWAY1. Purpose

The gazettal of a cycleway in Commonwealth Park, providing a link between Commonwealth Avenue Bridge and Kings Avenue Bridge.

2. Length

3km.

3. Estimated Cost

\$150,000.

4. Existing/Proposed Development

The entire length of the path is within Commonwealth and Kings Parks. Some of the path is included in the road reservation of Wandouree Drive within Kings Park. No conflict will occur with existing or proposed development in the area.

5. Planning Implications

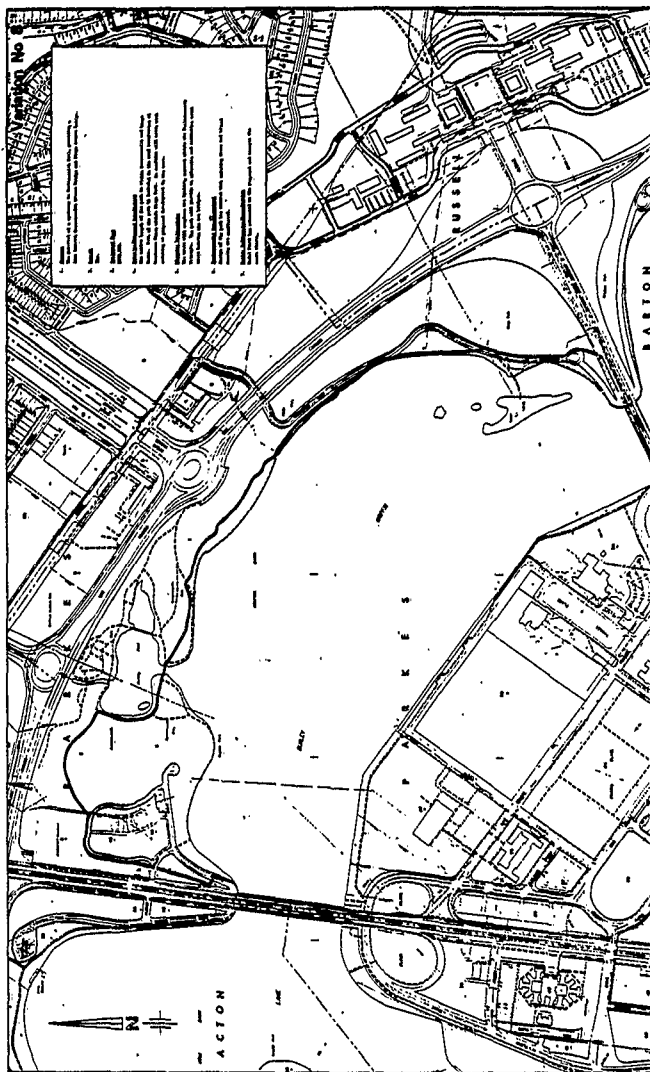
The route will complete the Cycleway network within the Parliamentary Triangle. The path will provide an effective and attractive trunk route between the two bridges.

6. Environmental Considerations

Design of the path has ensured that existing trees and visual amenity are unaffected.

7. Public Information/Consultation

Pedal Power has commented on the proposal and accepts the route chosen.



2380
 80
 1:10,000

73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS

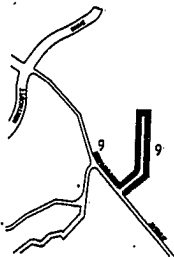
CYCLEWAY ADDITION
 EXISTING CYCLEWAY

PARKES

CYCLEWAY-COMMONWEALTH AVE BRIDGE TO KINGS AVE BRIDGE

VARIATION 9—(MAP N6):

MAJURA DISTRICT, PIALIGO: Addition to the plan of a new access road from Fairbairn Avenue to the Australia Defence Force Academy playing fields and the modification of part of the gazetted road reservation of Fairbairn Avenue to incorporate a short section of constructed road pavement.



73RD SERIES OF VARIATIONS TO THE CITY PLAN

VARIATION NO. 9

BRIEFING NOTES

MAJURA DISTRICT, PIALIGO - FAIRBAIRN AVENUE AND NEW ACCESS ROAD

1. Purpose

The provision of a new access road from Fairbairn Avenue to serve Stage 1 of the playing fields for the Australian Defence Force Academy, and a minor adjustment to part of the road, reservation of Fairbairn Avenue to incorporate a short section of constructed road pavement within the road boundary.

2. Length

The length of the proposed playing fields access road is approximately 460 metres.

3. Estimated Cost

\$50,000 for roadworks and associated drainage and fencing.

4. Existing Development

The land is currently undeveloped and is used for short-term horse agistment purposes.

It will be necessary to relocate and re-fence those horse agistment paddocks with frontage to the proposed road.

5. Future Development

The proposed road will provide vehicular access to Stage 1 of the ADFA playing fields development in 1981 and to Stage 2 in 1990.

6. Environmental Considerations

No adverse impact on the environment is anticipated from either proposal.

7. Public Consultation

Nil.

MAJURA

322

DISTRICT

PIALLIGO

CAMPBELL

Dam

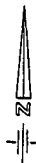
GENERAL

BRIDGES DRIVE

TERRIBARN

AVENUE

CAMPBELL MAJURA DISTRICT CENTRAL DIST



73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS



ROAD ADDITION



ROAD DELETION



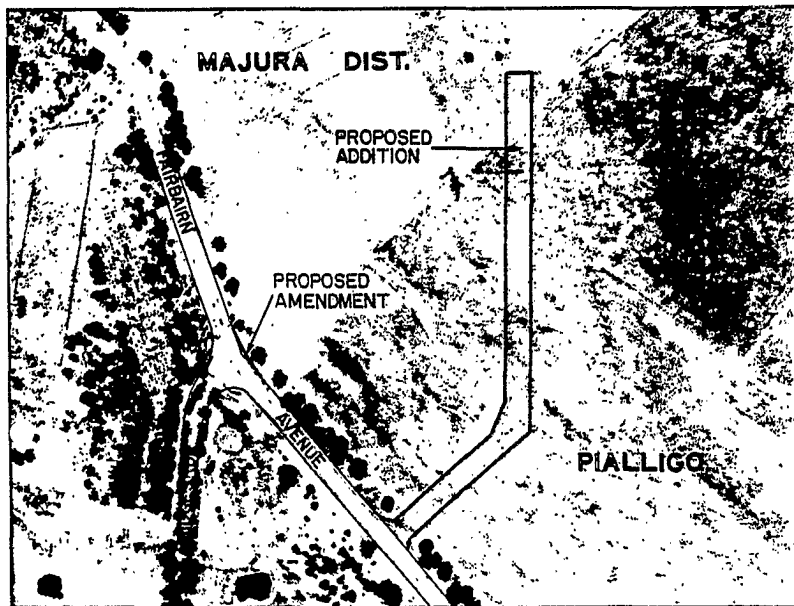
PIALLIGO/MAJURA DIST
A.D.F.A. PLAYING FIELDS ACCESS RD
AND ROAD AMENDMENT

0 50 100m
1:2500

2367

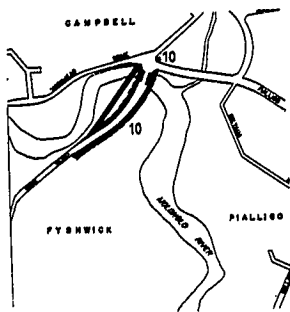
80

VARIATION 9



VARIATION 10—(MAP N6):

FYSHWICK, PIALIGO: Modification of the gazetted road reservation of Dairy Road to enable construction of a replacement for the Dairy Flat Bridge and modifications to the intersection of Dairy Road with Morshed Drive and Pialigo Avenue.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 10BRIEFING NOTESFISHERICK, PIALIGO : DAIRY ROAD RE-ALIGNMENT & REPLACEMENT OF
DAIRY FLAT BRIDGE1. Purpose

The de-gazettement of the existing alignment and the gazettement of a new alignment of Dairy Road to allow for the construction of a replacement of the Dairy Flat Bridge and modifications to the intersection of Dairy Road with Morshead Drive and Pialigo Avenue.

2. Area

The length of the road to be gazetted is approximately 665 metres, replacing approximately 580 metres of the existing Dairy Road which will be de-gazetted.

3. Estimated Cost

The total estimated cost for the replacement bridge and associated roadworks is \$1,750,000.

4. Existing Development

The majority of the land to be gazetted is: unleased Crown land. The small area on the north-east corner of the proposed intersection is undeveloped and is unleased.

5. Proposed Development

The replacement bridge will carry three traffic lanes, two northbound and one southbound, together with a footpath. The bridge will provide approximately 4 metres clearance above normal water level and will provide for access paths along both sides of the river bank.

The proposed roadworks are compatible with a possible future duplication of the Morshead Drive/Pialigo Avenue Airport route.

6. Particular Planning Considerations

The design of the proposed works pays particular attention to overcoming the present deficiencies of the existing bridge and intersection, which are:

- . poor flood protection;
- . high maintenance costs;
- . high accident rate and delay times.

7. Environmental Considerations

The bridge construction will change the existing environment in the local area of the river, but with a sensitive approach to bridge design and landscaping the adverse impact should not be serious. The road and bridgeworks necessitate the removal of trees and shrubs, and landscaping works, in the following places:

- i) The willows and other vegetation on the river banks in the corridor where the realigned Dairy Road crosses the river. The width of the corridor for the removal of the willows will be approximately 45 metres.

The existing bridge will be removed and the local area landscaped and planted.

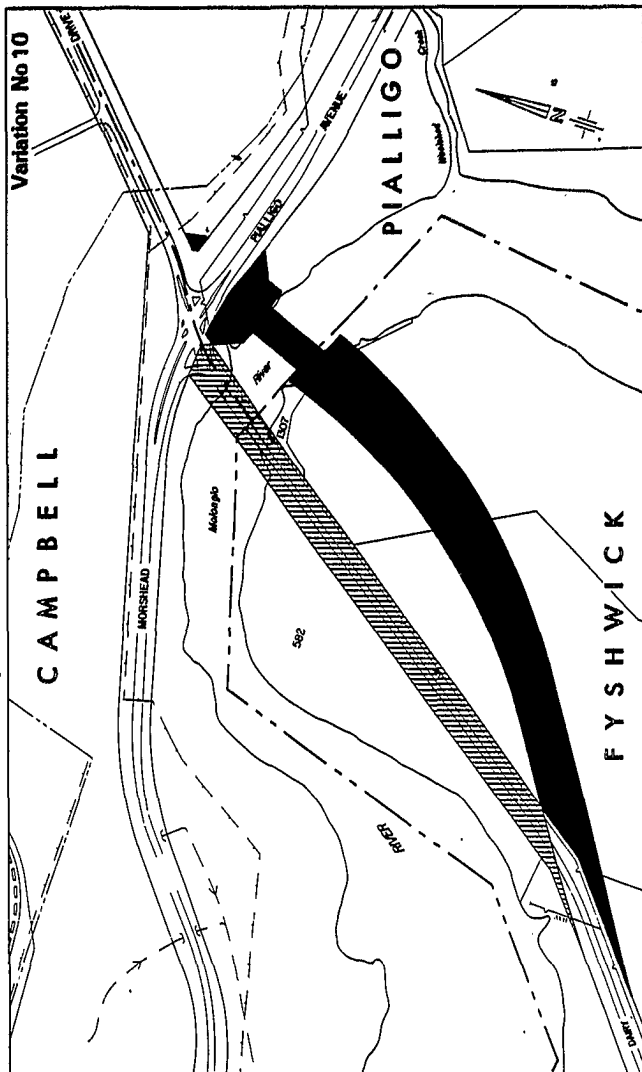
- ii) Screen planting comprising trees and shrubs along the eastern edge of the northern part of Morshead Drive, just north of the intersection for a length of 45 metres. These trees and shrubs would be replaced by planting along the side of the new road.

- iii) Approximately five isolated trees and shrubs in the vicinity of the existing intersection.

8. Public Information/Consultation

The proposed works have been discussed with the RMC Duntroon which has no objection. Meetings have also been held with the Fyshwick Traders Association and the Pialligo Residents Association which both support the proposal.

The Department of Home Affairs and Environment have been informed of the intended works. They have confirmed that in principle an Environmental Impact Statement is unnecessary.



73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS

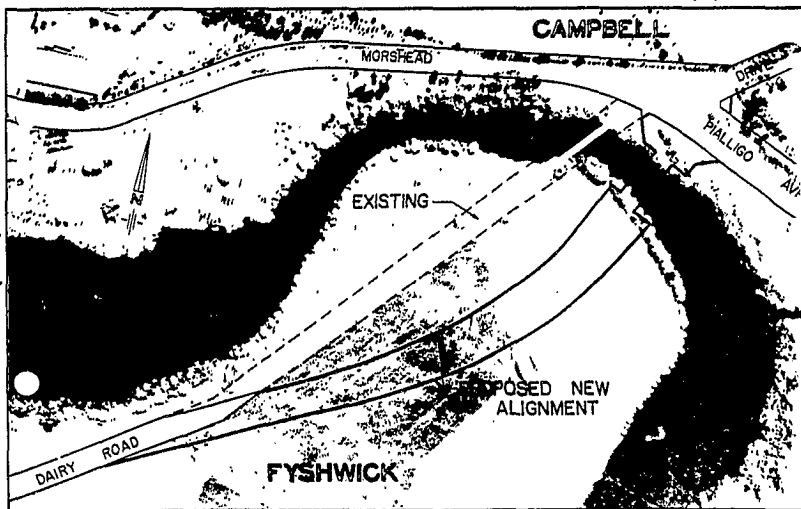
Department of Planning
and
Infrastructure
Canberra
ACT

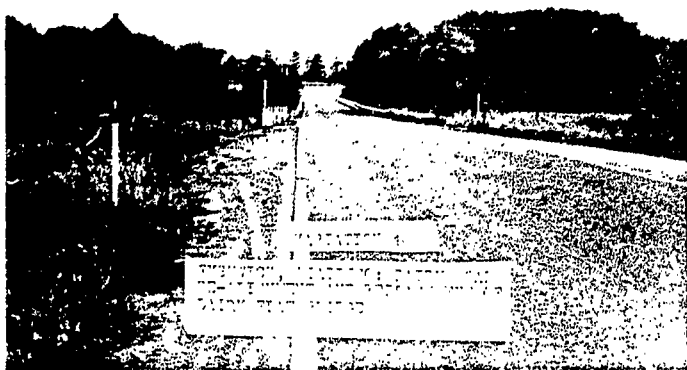
ROAD ADDITION
ROAD DELETION

FYSHWICK
DAIRY FLAT ROAD REALIGNMENT AND NEW BRIDGE

2298
80

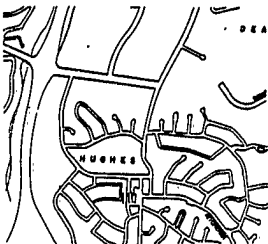
VARIATION 10





VARIATION 11--(MAP M5):

HUGHES, Section 44: Deletion from the plan of a portion of Hughes Place, to permit the extension of Blocks 4 and 5 for additional storage and loading dock facilities.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 11BRIEFING NOTESHUGHES, SECTION 441. Purpose

The deletion of a portion of Hughes Place, to permit the extension of Blocks 4 and 5, Section 44. This extension will provide additional floorspace for storage and loading dock facilities.

2. Area

The area of Hughes Place proposed for deletion is approximately 130m².

3. Estimated Cost

Nil.

4. Existing Development

The land is presently part of the service yard of Hughes Shops.

5. Future Development

It is expected that the lessees of Blocks 4 and 5 will construct storage space and loading dock facilities on the area to be deleted from Hughes Place.

6. Particular Planning Considerations

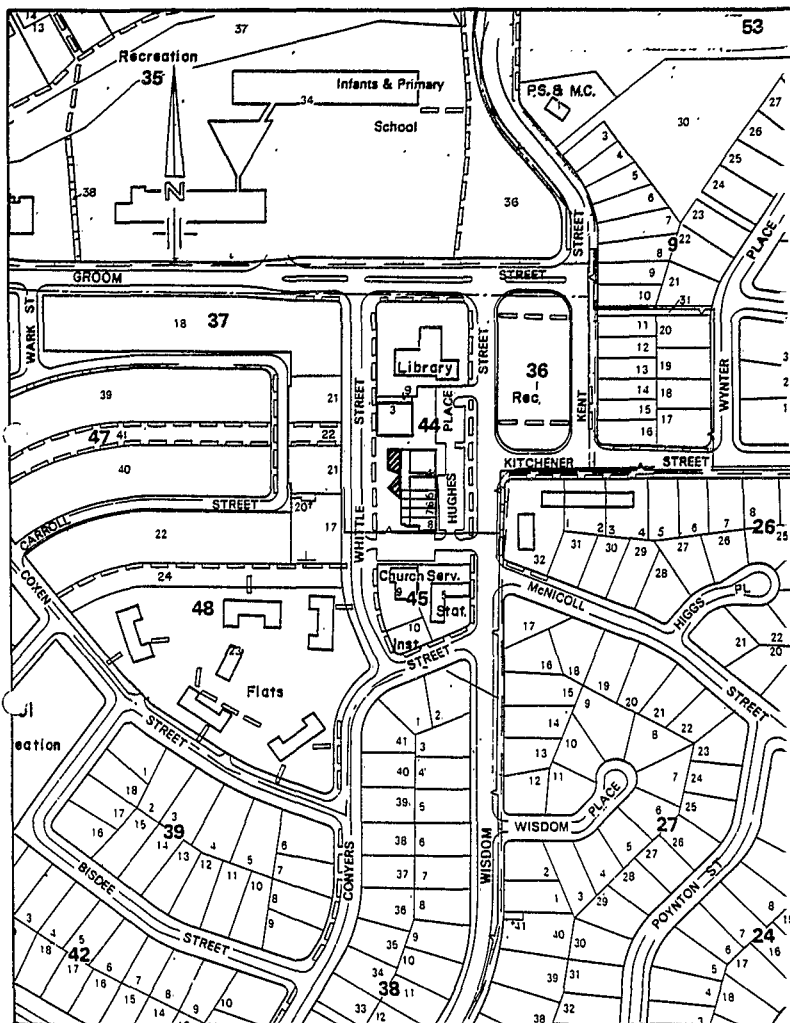
The deletion of this portion of Hughes Place facilitates a needed extension of floorspace for storage and loading dock facilities to Blocks 4 and 5, and allows vehicle access and movement within the service yard of Hughes Shops to be improved.

7. Environmental Considerations

Nil.

8. Public Consultation

The lessees requested extensions of their lease areas, and are in agreement with this proposal.



73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS



ROAD ADDITION



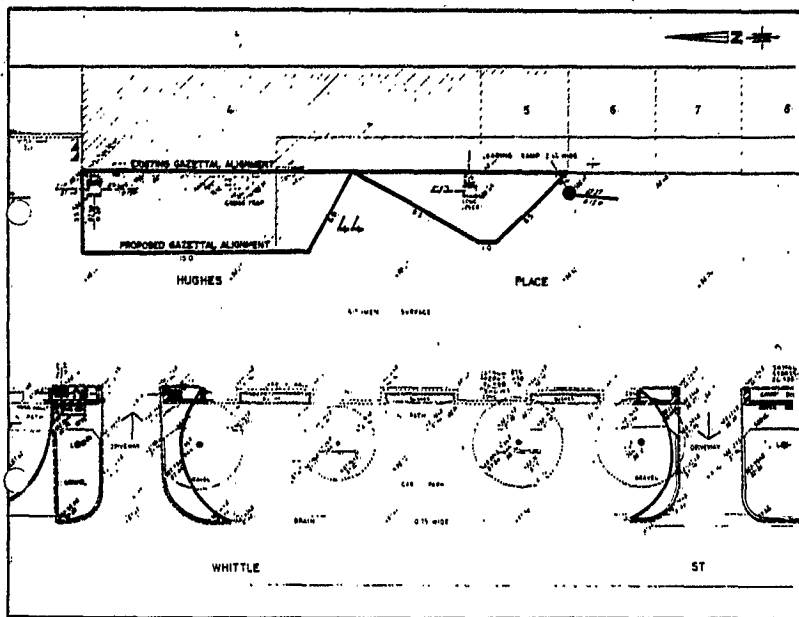
ROAD DELETION

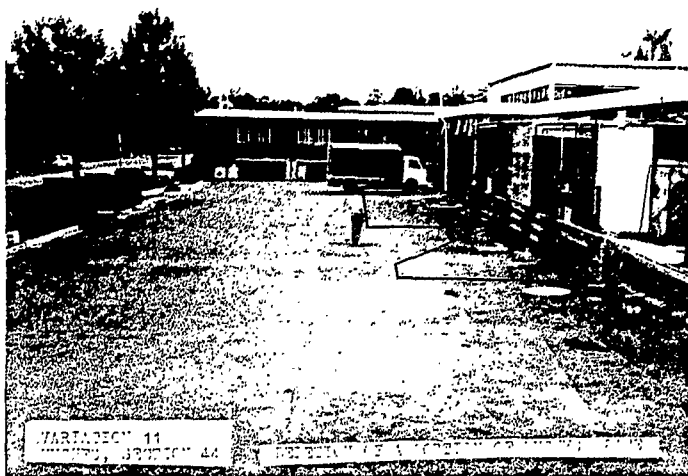


HUGHES
SECTION 44 HUGHES PLACE
PART ROAD DELETION

0 50 100m
1:2500

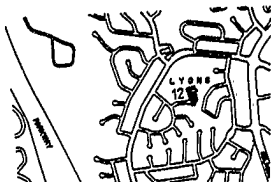
2364
80





VARIATION 12—(MAP M5):

LYONS, Section 55: Modification of the gazetted road reservation of Tooms Place to rectify an encroachment by a Scout Hall and to bring the plan into conformity with the road as constructed.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 12BRIEFING NOTESLYONS, SECTION 551. Purpose

To modify the road reservation of Tooms Place to rectify an encroachment by a Scout Hall and to bring the plan into conformity with the roads as constructed.

2. Area

The change will result in an increase of approximately 95 square metres in the road reservation.

3. Estimated Cost

Nil.

4. Existing Development

This section of Tooms Place is bounded on the west by a small area of public open space and the Lyons Public School, on the north and east by public open space, and on the south by Blocks 4 and 5 Section 55 Lyons.

Block 4 is leased to the Australian Boy Scouts Association. The external landing, steps and eaves of the Scout Hall encroach onto the road reservation.

Block 5 was developed as a City Parks Administration depot. It is no longer used for that purpose and is to be offered for lease to a community association.

5. Future Development

Nil.

6. Particular Planning Considerations

Nil.

7. Environmental Considerations

Nil.

8. Public Consultation

Nil.

LYONS

55

TOOMS

Pl.

5

4

7

1. PURPOSE

To modify the road reservation of Tooms Place to rectify an encroachment by a Scout Hall and to bring the plan into conformity with the roads as constructed.

2. AREA

The change will result in increase of approximately 95 square metres in the road reservation.

3. Estimated Cost

Nil.

4. Existing Development

This section of Tooms Place is bounded on the west by a small area of public open space and the Lyons Public School, on the north and east by public open space, and on the south by Blocks 4 and 5 Section 55 Lyons.

Block 4 is leased to the Australian Boy Scouts Association. The external landing, steps and eaves of the Scout Hall encroach onto the road reservation.

Block 5 was developed as a City Parks Administration depot. It is no longer used for that purpose and is to be offered for lease to a community association.

5. Future Development

Nil.

6. Particular Planning Considerations

Nil.

7. Environmental Considerations

Nil.

8. Public Consultation

Nil.

73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS

DCT

ROAD ADDITION



ROAD DELETION

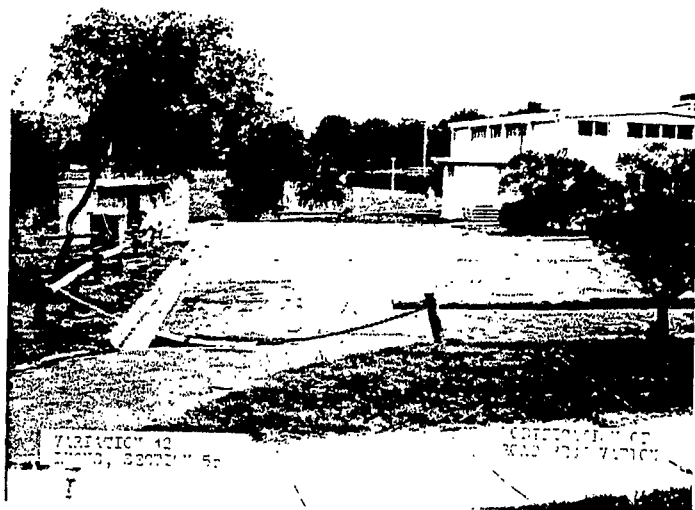


LYONS
TOOMS PLACE

0 10 20m
1:500

1092

81
MCDG





73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 13BRIEFING NOTEKAMBAH, TUGGERANONG DISTRICT, FISHER, WARAMANGA, CHIFLEY - CYCLEWAY1. Purpose

To provide a cycleway connection between western Tuggeranong and Woden-Weston Creek.

2. Length

The total length of the cycleway is approximately 4.9km of which 1.9km required gazettal. The remainder is contained within currently gazetted road reservations.

3. Cost

The estimated construction cost for this cycleway is \$180,000. Construction is programmed for commencement during the 1981/82 financial year.

4. Existing Development

The cycleway follows Drakeford Drive and Tuggeranong Parkway and is generally either contained within these road reservations or accommodated within the vacant lands/open space buffers between these roads and the existing residential areas of Kambah, Fisher, Waramanga and Chifley.

5. Proposed Development

The proposed cycleway commences on the western side of Drakeford Drive, where the existing Kambah cycleway crosses from the western to the eastern side of this road (i.e. adjacent to Chirnside Circuit Kambah) and terminates at its intersection with the Woden-Weston Creek cycleway.

The southern section of the proposed cycleway is west of Drakeford Drive and Tuggeranong Parkway and uses an existing underpass (adjacent to Namarang Crescent Waramanga) to cross to the eastern side of the parkway for the northern section of the route.

The cycleway will be generally 2.5 metres wide bituminous concrete construction. However, where the route coincides with existing

Concrete pathways, those sections of the pathways which are at least 1.8 metres wide and in suitable condition, will serve as the cycleway. Sections of existing concrete paths less than 1.8 metres wide will be upgraded to 2.5 metres in width.

Pedestrian phases will be added to the existing traffic signals at the intersections of both Boddington Crescent and Sulwood Drive with Drakeford Drive to facilitate cyclists crossing at these intersections. The cycleway will use existing underpasses to cross Tuggeranong Parkway and Hindmarsh Drive.

6. Particular Planning Considerations

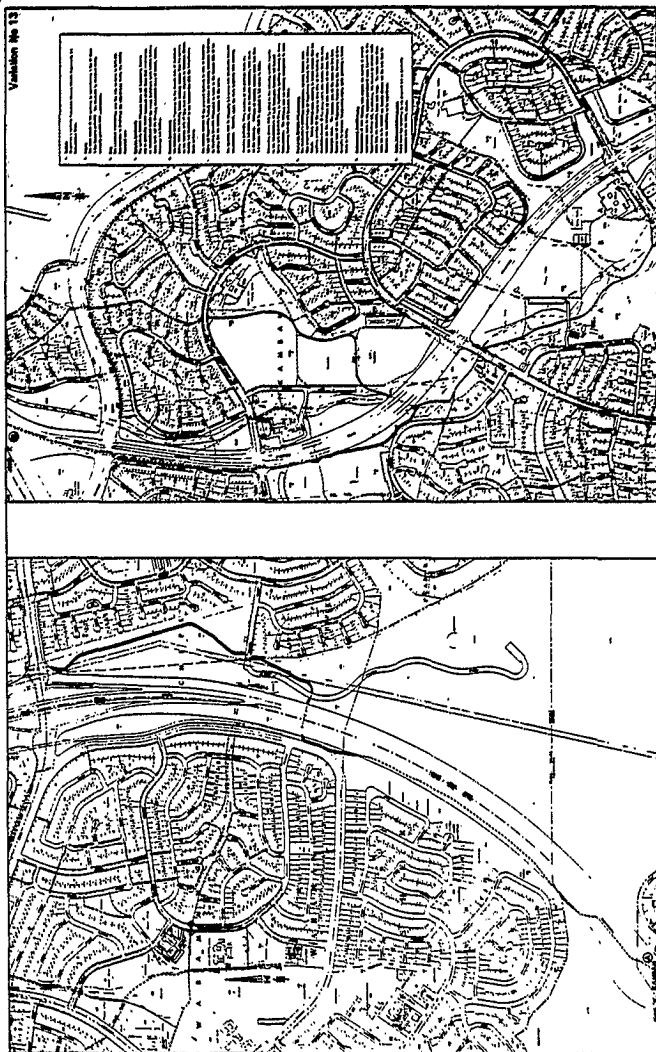
The Commission's published Metropolitan Cycleway Network shows this proposed cycleway east of Tuggeranong Parkway for its entire length. During detailed route planning it became evident that the southern section of the route on this side of the Parkway was unsuitable because of the steep and broken terrain that the route traversed and the isolation of this section of the route from developed areas. The southern part of the route has thus been located west of the Tuggeranong Parkway where the terrain is more amenable to cycleway construction whilst still providing a direct route to Woden.

7. Environmental Considerations

Construction of this cycleway will require the removal of several semi-mature trees in two separate pre-planted areas adjacent to the Tuggeranong Parkway and, in addition, the removal of several small trees from the Drakeford Drive road verge. The areas where these trees are to be removed are densely planted and the tree loss is therefore not considered to be significant.

8. Public Information/Consultation

Pedal Power has commented on the proposal and is generally satisfied with the route chosen.



73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS



KAMBRAH / CHIRLEY
CYCLERY - KAMBRAH TO CHIRLEY

CYCLERY ANCHOR
CYCLERY CYCLERY

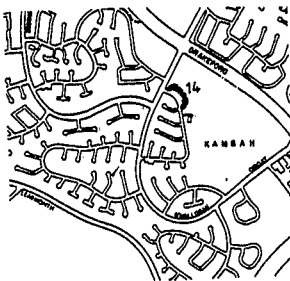
1:1000
1:1000
1:1000

2007
BO

Version No 10

VARIATION 14--(MAP 15):

KANBAH, Section 286: Addition to the plan of an existing public car park to provide lease frontage for a site for the Boy Scouts and Girl Guides Associations.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 14BRIEFING NOTESKAMBAH, SECTION 2861. Purpose

To add an existing public car park to the plan to provide lease access for a site for the Boy Scouts and Girl Guides Associations.

2. Length

125 metres.

3. Cost

Nil.

4. Existing Development

The car park presently services the Kambah Tennis Club on Block 5 and the Nissan Hut (Block 3) and Woolshed (Block 4) of the old Kambah Homestead.

5. Proposed Development

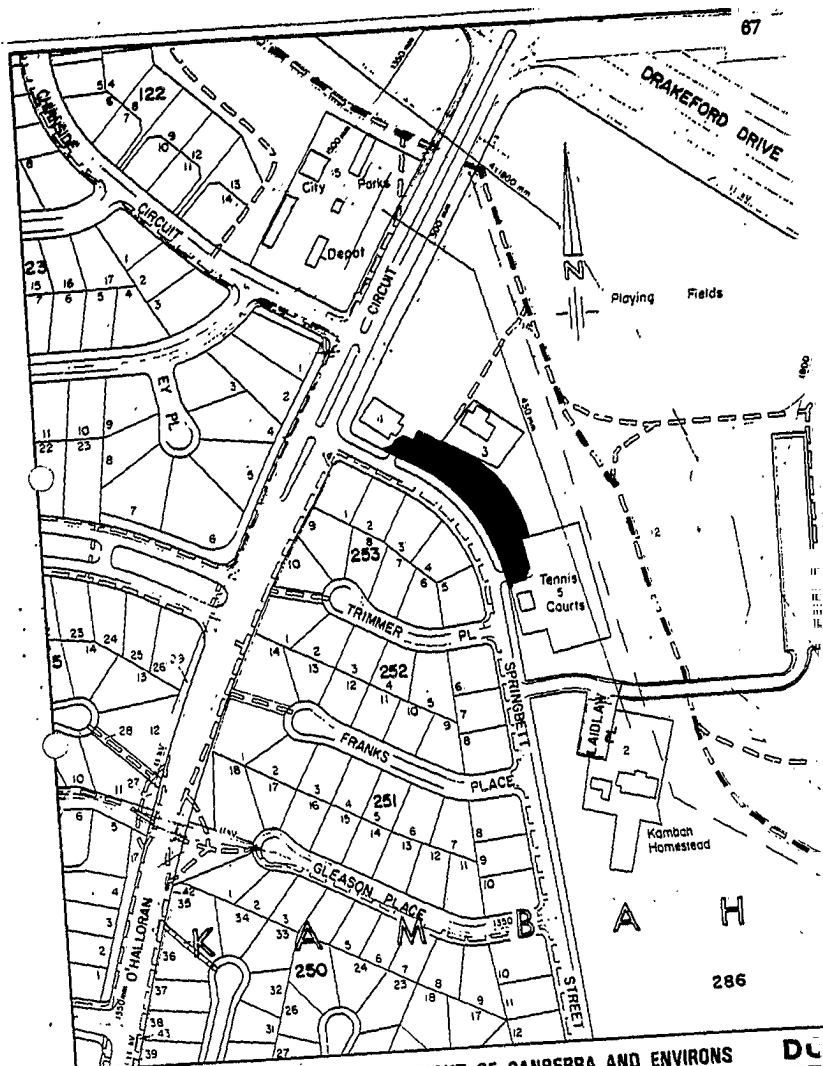
A site between Blocks 3 and 5 is to be developed jointly by the Boy Scouts Association and the Girl Guides Association. The project is to be undertaken in two stages; Stage I providing facilities for the 1st Kambah Scout Group and Stage II the construction of a headquarters building for the Kambah District Girl Guides Association.

6. Particular Planning Considerations

Nil.

7. Public Information/Consultation

Nil. The Boy Scouts and Girl Guides Associations have been involved in negotiations for their site.

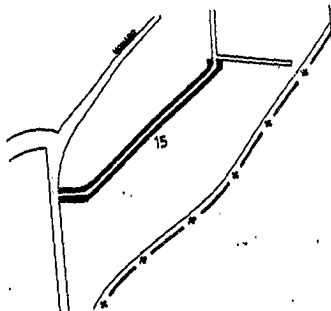


VARIATION 14





VARIATION 15—(MAP 15):
JERRABOMBERRA, TUGGERAHONG DISTRICTS:
Addition to the plan of a road from Trites Street
to the Mowarra Highway to provide lease frontages
to a site proposed for Koppars Australia Pty Ltd
(timber processing plant) and to other future sites
in the southern portion of the Hume Industrial
estate.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 15BRIEFING NOTESJERRABOMBERRA, TUGGERAMONG DISTRICTS: EXTENSION OF ROAD FROM TRALEE STREET, HUME1. Purpose

The extension of a road from Tralee Street in the Hume Industrial Estate in a south-westerly direction to join the Monaro Highway south of Isabella Drive.

Construction of this new road will provide access to the site selected for the proposed timber processing plant for Koppers Australia Pty Ltd and to other future industrial sites in the southern portion of the estate.

2. Length

The length of the proposed road is approximately 650m.

3. Estimated Cost

\$150,000.

4. Existing Development

The land is generally level, without trees, and the proposed road reservation is within the area designated for industrial sites in the Hume Estate.

5. Future Development

The development of the Koppers timber processing plant is proposed on a 22.5 ha site to be served by the new road.

6. Particular Planning Considerations

The new road will enable the future release of other major industrial sites in the southern portion of the Hume Estate.

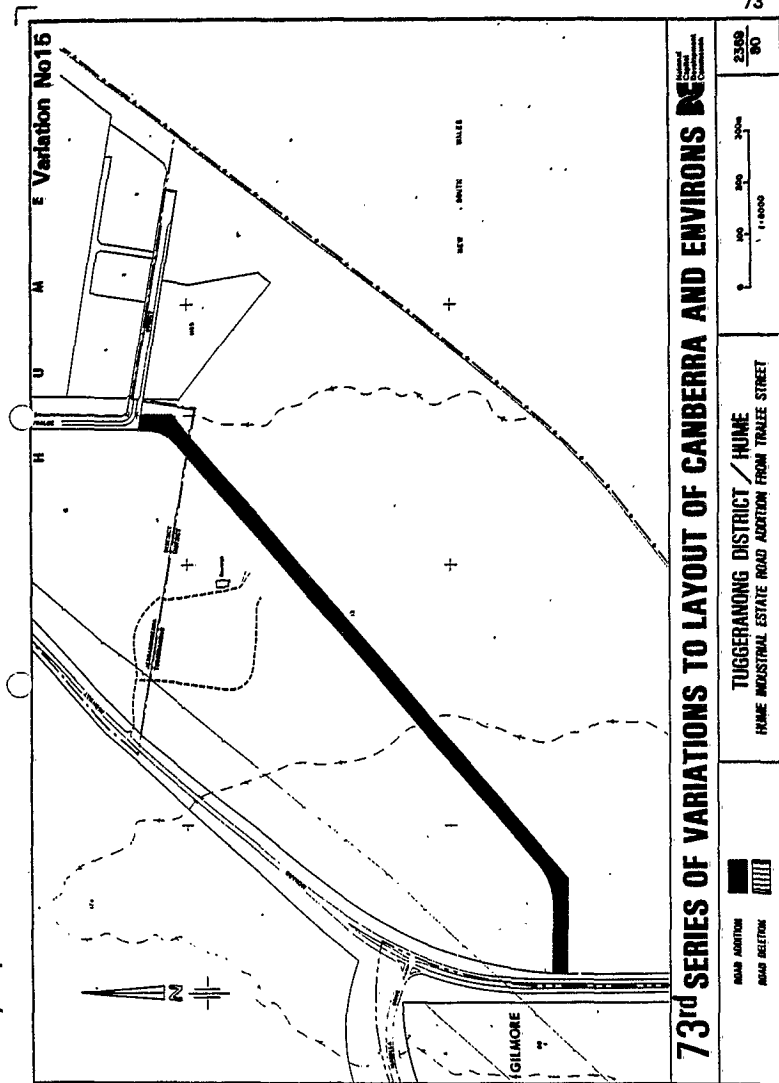
7. Environmental Considerations

The alignment of the new road is across open and generally flat land. The road does not cause environmental problems.

The Koppers plant which is the first to be served by the proposed road, is to be developed in accordance with environmental controls agreed upon by the Commission and the Department of the Capital Territory.

8. Public Consultation

Nil.



VARIATION 15



VARIATION 16—(MAP K5):

TUGGERANONG DISTRICT: Modifications of part of the road reservation of the Monaro Highway, between Johnson Drive and Wrights Drive, to provide an improved alignment.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 16BRIEFING NOTESTUGGERANONG DISTRICT : MONARO HIGHWAY REALIGNMENT, THEODORE1. Purpose

The modification of the alignment of the Monaro Highway adjacent to Richardson, Calwell and Theodore. The existing road reservation was gazetted in the 62nd Series in October 1976. Since that time further development of proposals for Tuggeranong and refinement of traffic prediction models have shown that it will be possible to accommodate traffic satisfactorily with a less complex intersection at Johnson Drive than was originally envisaged. The alternative alignment, which will be possible as a result of this gazettal action, will therefore reduce the cost of this section of the Monaro Highway.

2. Area

The length of road to be gazetted is approximately 1.95km. The overall road length to be constructed is some 9% shorter than the previously proposed road.

3. Estimated Cost

The total estimated cost of this new section of the Monaro Highway is \$2.1m, against an estimated cost of \$2.5m for the existing proposal.

4. Existing Development

The area is used as grazing land at present.

5. Proposed Development

This variation proposal has been designed to provide a higher standard road and to improve safety.

The remainder of the area will be landscaped. The area lies immediately to the east of the proposed suburb of Theodore.

6. Particular Planning Considerations

The design of the road will take particular account of the need to protect Theodore from noise.

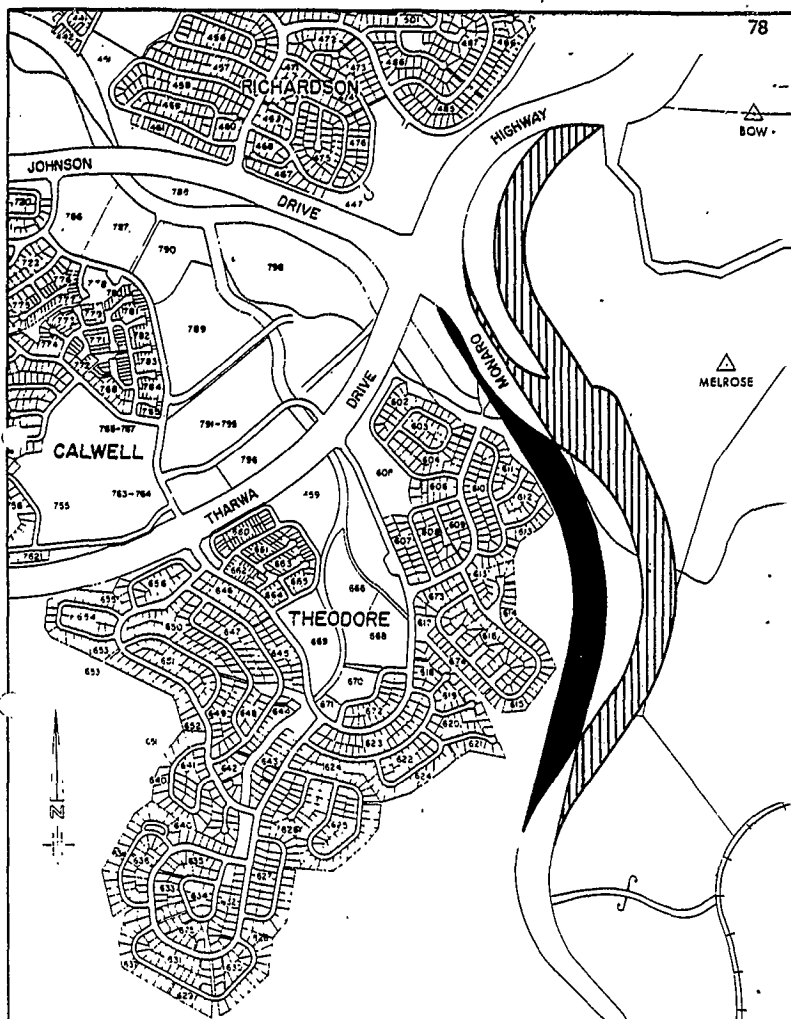
7. Environmental Considerations

The proposed realignment will have a lower soil erosion and siltation impact than the existing gazetted alignment.

Noise attenuation measures will be incorporated and therefore no adverse environment effects are likely.

8. Public Information/Consultation

Discussions have been held with the current rural leaseholder and the Department of the Capital Territory. The proposed alignments will not change the effect on the leaseholder and is in accord with stated Department of the Capital Territory preferences.

73rd

SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS



ROAD ADJUNCTION



ROAD REJECTION



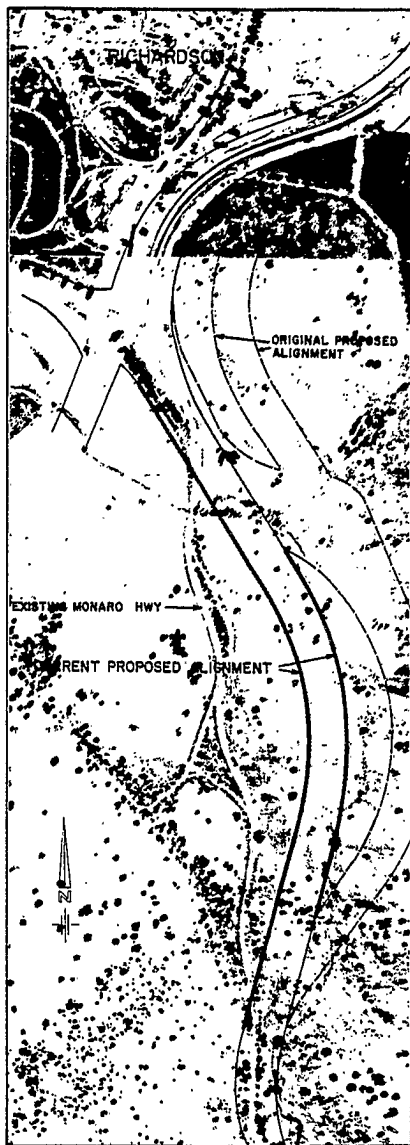
THEODORE
MONARO HIGHWAY REALIGNMENT

0 200 400 m.

1:12500

2365

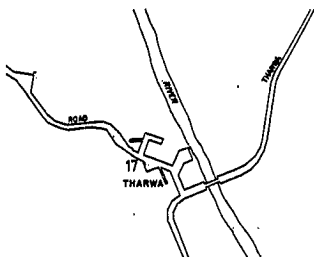
80



VARIATION 16

VARIATION 17—(MAP 35):

PADDYS RIVER DISTRICT, BLOCK 72: Deletion from the plan of a portion of road reservation in North Street, Tharwa, to enable the land to be incorporated in Block 72.



73RD SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO. 17BRIEFING NOTESPADDYS RIVER DISTRICT, BLOCK 721. Purpose

To remove from the plan a section of road reservation in North Street, Tharwa to enable the land to be incorporated in Block 72 Paddys River District.

2. Area

The change will result in a net reduction of approximately 169 square metres from the road reservation.

3. Cost

Nil.

4. Existing Development

The land in question is immediately in front of Jeffrey's General Store. Bowers and underground petrol storage tanks associated with the store are presently located in and under the road reservation. The proposed change will enable a variation of the lease boundary which will result in the facilities being located within Block 72.

5. Proposed Development

Nil.

6. Particular Planning Considerations

Approximately 8 square metres of Block 72 is to be added to Block 1 Section 8 Paddys River District to preserve access.

7. Public Information/Consultation

Nil. The lessee of Block 72 has been involved in discussions.

1. Purpose

To remove from the plan a section of road reservation in North Street, Tharwa to enable the land to be incorporated in Block 72 Paddys River District.

2. Area

The change will result in a net reduction of approximately 169 square metres from the road reservation.

3. Cost

Nil.

4. Existing Development

The land in question is immediately in front of Jeffrey's General Store. Bowlers and underground petrol storage tanks associated with the store are presently located in and under the road reservation. The proposed change will enable a variation of the lease boundary which will result in the facilities being located within Block 72.

5. Proposed Development

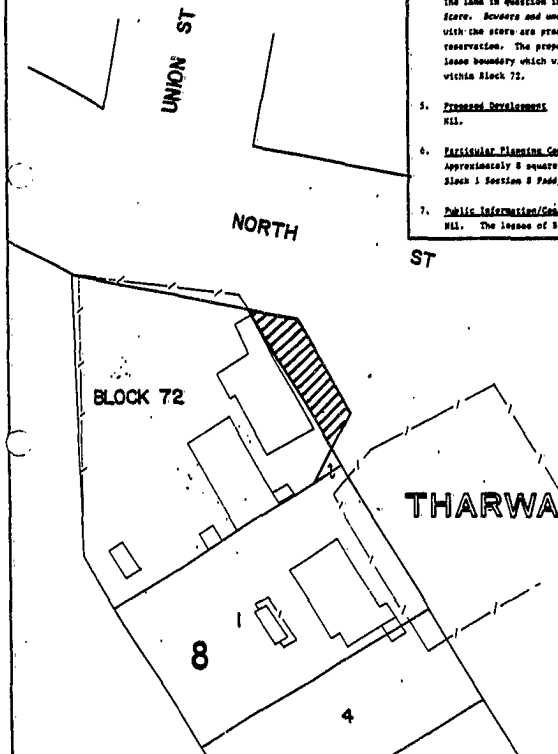
Nil.

6. Particular Planning Considerations

Approximately 8 square metres of Block 72 is to be added to Block 1 Section 8 Paddys River plan to preserve access.

7. Public Information/Consultation

Nil. The lessee of Block 72 has been involved in discussions.

73rd SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS

DCT

ROAD ADDITION



ROAD DELETION



PADDYS RIVER

NORTH ST

0 15 30 m
1:750

1091

81

MERC

VARIATION 17



**74th Series
of Variations**

VARIATION 1—(MAP N5):

YARRALUMLA: Addition to the plan of a cycleway from Lady Denman Drive to Yarralumla Bay as part of the Cycleway Network around Lake Burley Griffin. Variation 7 of the 73rd series of variations to the plan of layout of the City of Canberra and its environs, which was published in *Gazette No. 535 of 3 March 1961*, is hereby cancelled and is replaced by this proposal.



THIS VARIATION HAS ATTRACTED
PUBLIC COMMENTS OR OBJECTIONS.
PLEASE REFER TO PART 2 OF THE
BRIEFING NOTES FOR COPIES OF
THE SUBMISSIONS.

74TH SERIES OF VARIATIONS TO THE CITY PLANVARIATION NO.1BRIEFING NOTESYARRALUMLA - CYCLEWAY1. Purpose

Addition of a section of cycleway, from Lady Denman Drive at the southwest corner of the Government House site to Yarralumla Bay.

2. Length

The total length of this section of cycleway is 3.4km.

3. Cost

The estimated cost of construction is \$214,500 including a bridge across Warrina Inlet. The work is programmed for commencement during 1981/82.

4. Existing Development

The route of the cycleway crosses the south-western corner of the Government House site and passes between it and the future golf course extension into Lee's Paddock. The path continues through the Dunrossil Drive pine forest and crosses Dunrossil Drive 130m from the front gates of Government House.

The path passes between the Government House site and the Royal Canberra Golf Course on a strip of Commonwealth land before crossing Warrina Inlet. After crossing Warrina Inlet the path connects to Nursery Bay via the perimeter of the Royal Canberra Golf Course and the lakeshore. This area is landscaped with some of the oldest *Pinus Radiata* trees in the ACT, with undisturbed undergrowth since the lake was filled in 1963. At present this area is inaccessible to the public.

From Nursery Bay to the Weston Park access road the path passes through the former City Parks Administration Nursery land to Banks Street and continues along the lakeshore avoiding the boat sheds along Alexandrina Drive and connecting to the existing path at Yarralumla Bay.

5. Proposed Development

A small portion of land is to be excised from the Government House grounds on the south west corner to accommodate a more direct route to reduce the gradient and to remove cyclists from the high bank.

It is proposed to cross Warrina Inlet at its narrowest point with a timber bridge 3m wide and 1m above the water on a row of single concrete piers. This is the cheapest option and the best alternative ecologically. To achieve this crossing a small portion of land is to be excised from the Government House grounds.

These two excisions from the Government House site have met with the approval of the Official Establishments Trust.

Between the Royal Canberra Golf Course and the lakeshore it is proposed to leave the undergrowth in its present state as much as possible.

6. Particular Planning Considerations

The crossing of Warrina Inlet is necessary to remove cyclists from the vicinity of the 14th fairway.

The section of cycleway which passes between the Royal Canberra Golf Course and the Yarralumla CPA Nursery was established as a result of studies carried out to determine the feasibility of accommodating an extension of the Golf Course into part of the former Nursery Land. The studies have also taken into account the objectives of retaining a significant proportion of the land as public open space and the retention of the maximum number of trees of scientific, historical and landscape importance.

7. Environmental Considerations

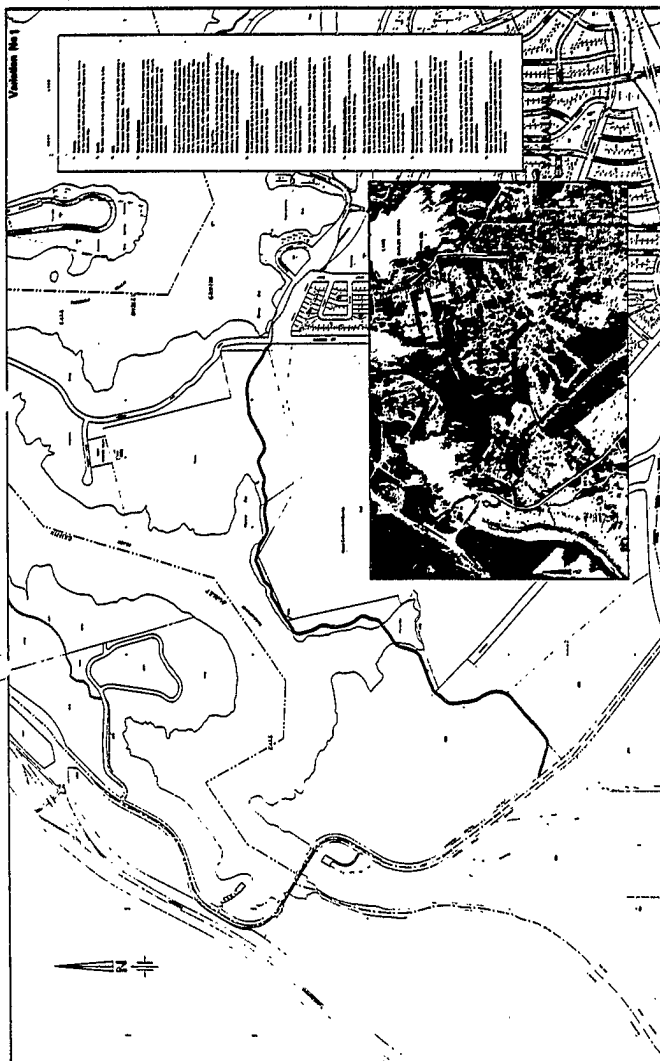
The crossing of Warrina Inlet at its narrowest point will not adversely affect the ecology of the Inlet.

Approximately six trees will be lost along the route between the Royal Canberra Golf Course and the lakeshore. Three of these trees are already dead and the remaining three are only saplings with other trees of the same species in the vicinity.

The impact of the crossing of Warrina Inlet and the tree losses in the vicinity of the Royal Canberra Golf Course must be considered against the benefits of better management and to public recreation.

8. Public Information/Consultation

Pedal Power has confirmed its acceptance of the entire cycleway route and the Royal Canberra Golf Club has confirmed its agreement with the section which passes through the former Nursery land.



74th SERIES OF VARIATIONS TO LAYOUT OF CANBERRA AND ENVIRONS



LONGING CYCLING
PROFESSIONAL ADDRESS

YARRALUENA

LADY DEBILLY DUNE TO YARRALUMLA BAY

1291



No. S 35

Canberra, Tuesday, 3 March 1981

SPECIAL

AUSTRALIAN CAPITAL TERRITORY

Seat of Government (Administration) Act 1910

NOTICE OF INTENTION TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS ENVIRONS (73RD SERIES OF VARIATIONS)

IN pursuance of the powers conferred on me by Section 12A of the *Seat of Government (Administration) Act 1910* (as amended), I, William Michael Hodgman, 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 P4, P5, N5, N6, M5, L5, K5 and J5 attached hereto.

Dated this second day of March 1981.

MICHAEL HODGMAN

Minister of State for the Capital Territory

THE SCHEDULE

VARIATION 1—(MAP P4):

HOLT, Section 73, Kellermann Close: Addition to the plan of existing rights-of-way to enable possible future leasing of government-owned town houses to tenants.

VARIATION 2—(MAP P5)

BELCONNEN, Sections 29, 30, 32: Modification of the gazetted alignments of College and Josephson Streets to conform with existing alignments as constructed. This proposal reverses a variation which was included in the 62nd series.

VARIATION 3—(MAP P5):

BELCONNEN, Sections 55 and 65: Addition to the plan of service access roads to provide rear access from Emu Bank to mixed commercial sites fronting an existing east-west pedestrian route on Sections 55 and 65.

VARIATION 4—(MAP P5):

BELCONNEN, Section 114: Modification of part of a gazetted road reservation to provide additional sites for town houses in Amess Place.

VARIATION 5—(MAP N5):

TURNER, Sections 66, 69: Deletion from the plan of an unconstructed section of Macleay Street through Haig Park to enable gazettal of Haig Park under the *Public Parks Ordinance 1928*.

VARIATION 6—(MAP N5):

CANBERRA CENTRAL DISTRICT, ACTON: Modifications to the gazetted road reservation of Parkes Way to conform with the road as constructed and the addition to the plan of sections of an existing cycleway from the Ferry Terminal to Yarramundi Reach.

VARIATION 7—(MAP N5):

YARRALUMULA: Addition to the plan of a cycleway from Lady Denman Drive to Yarralumla Bay as part of the Cycleway Network around Lake Burley Griffin.

VARIATION 8—(MAP N5):

PARKES: Addition to the plan of sections of a cycleway through Commonwealth and Kings Parks on the northern edge of Lake Burley Griffin.

VARIATION 9—(MAP N6):

MAJURA DISTRICT, PIALIGO: Addition to the plan of a new access road from Fairbairn Avenue to the Australian Defence Force Academy playing fields and the modification of part of the gazetted road reservation of Fairbairn Avenue to incorporate a short section of constructed road pavement.

VARIATION 10—(MAP N6):

FYSHIWICK, PIALIGO: Modification of the gazetted road reservation of Dairy Road to enable construction of a replacement for the Dairy Flat Bridge and modifications to the intersection of Dairy Road with Morshead Drive and Pialigo Avenue.

VARIATION 11—(MAP M5):

HUGHES, Section 44: Deletion from the plan of a portion of Hughes Place, to permit the extension of Blocks 4 and 5 for additional storage and loading dock facilities.

VARIATION 12—(MAP M5):

LYONS, Section 55: Modification of the gazetted road reservation of Tooms Place to rectify an encroachment by a Scout Hall and to bring the plan into conformity with the road as constructed.

VARIATION 13—(MAPS M5 and L5):

KAMBAH, TUGGERANONG DISTRICT, FISHER, WARRAMANGA, CHIFLEY: Addition to the plan of a cycleway between western Tuggeranong (Drakeford Drive) and Woden/Weston Creek (Hindmarsh Drive).

VARIATION 14—(MAP L5):

KAMBAH, Section 286: Addition to the plan of an existing public car park to provide lease frontage for a site for the Boy Scouts and Girl Guides Associations.

VARIATION 15—(MAP L5):

JERRABOMBERRA, TUGGERANONG DISTRICTS: Addition to the plan of a road from Tralee Street to the Monaro Highway to provide lease frontage to a site proposed for Koppers Australia Pty Ltd (timber processing plant) and to other future sites in the southern portion of the Hume industrial estate.

VARIATION 16—(MAP K5):

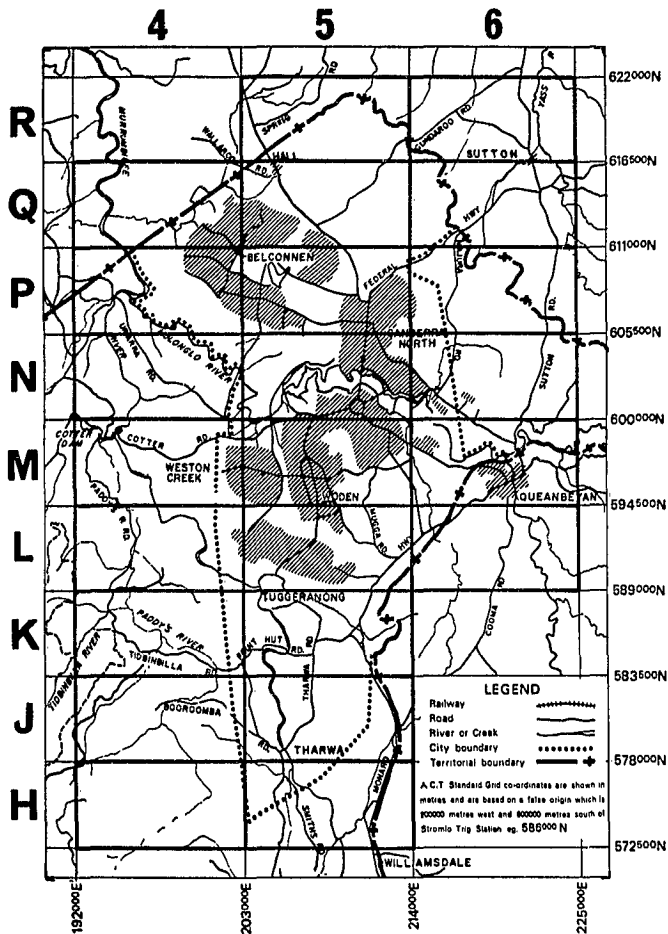
TUGGERANONG DISTRICT: Modifications of part of the road reservation of the Monaro Highway, between Johnson Drive and Wrights Drive, to provide an improved alignment.

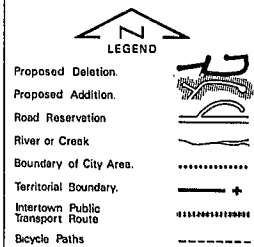
VARIATION 17—(MAP J5):

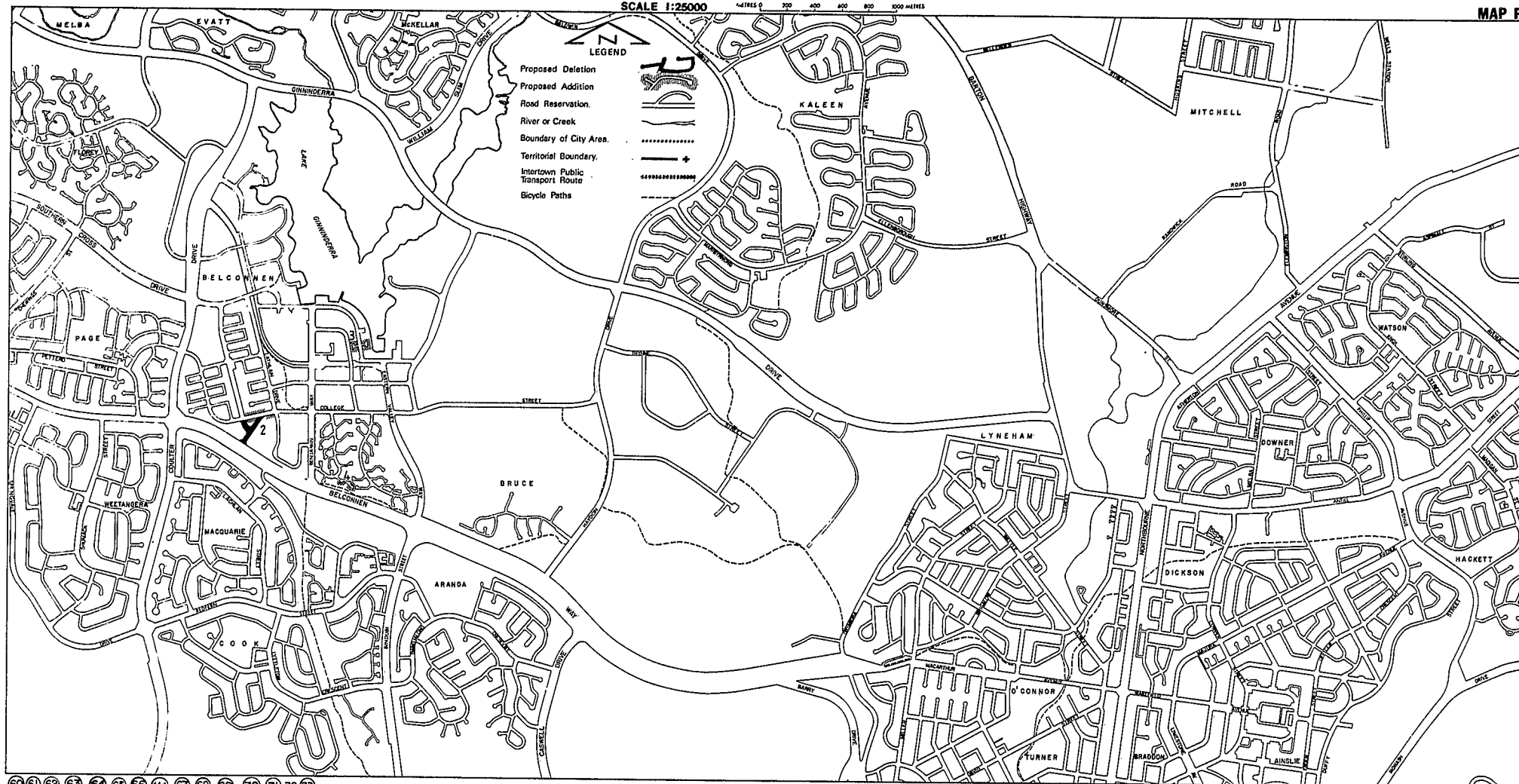
PADDYS RIVER DISTRICT, BLOCK 72: Deletion from the plan of a portion of road reservation in North Street, Tharwa, to enable the land to be incorporated in Block 72.

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
16 September 1980.

INDEX OF DETAIL MAPS INCORPORATING THE CITY PLAN







SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP N5

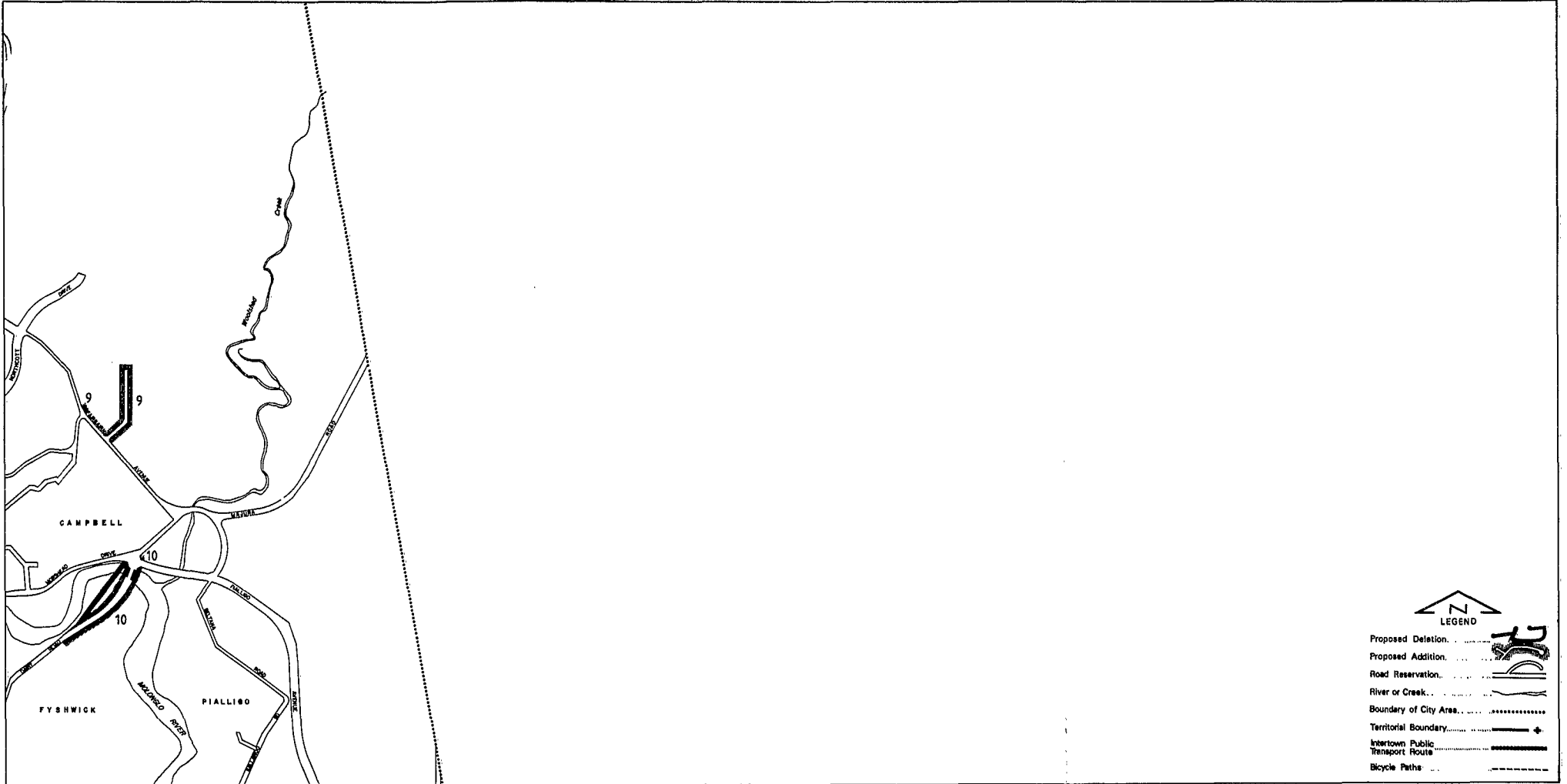


60 61 62 63 64 65 66 67 68 69 70 71 72 73

SCALE 1:25000

0 100 200 300 400 500 600 700 800 900 1000 METRES

MAP N6

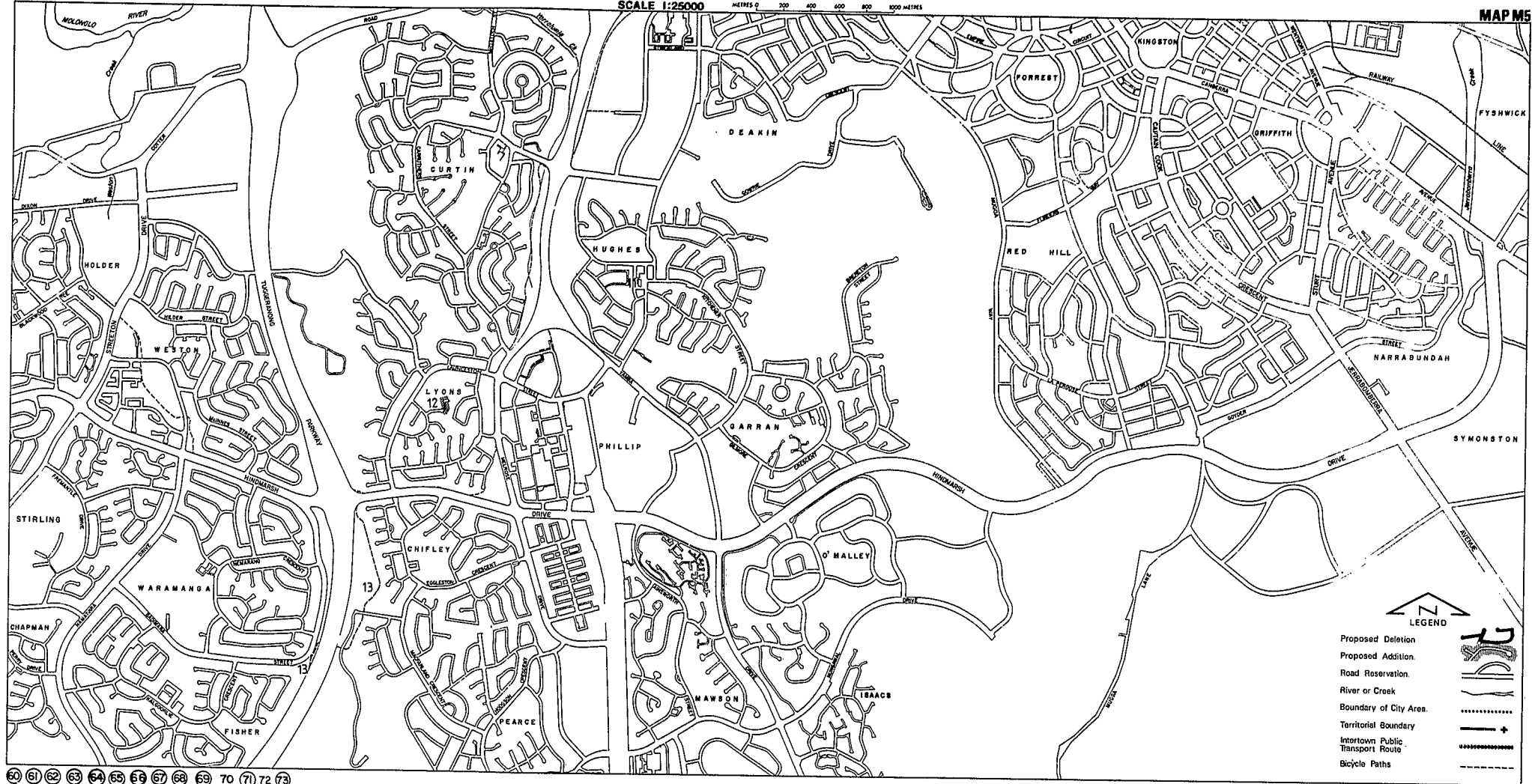


60 61 62 63 64 65 66 67 68 69 70 71 72 73

SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP M5



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

SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP 15



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

SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP K5



LEGEND

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

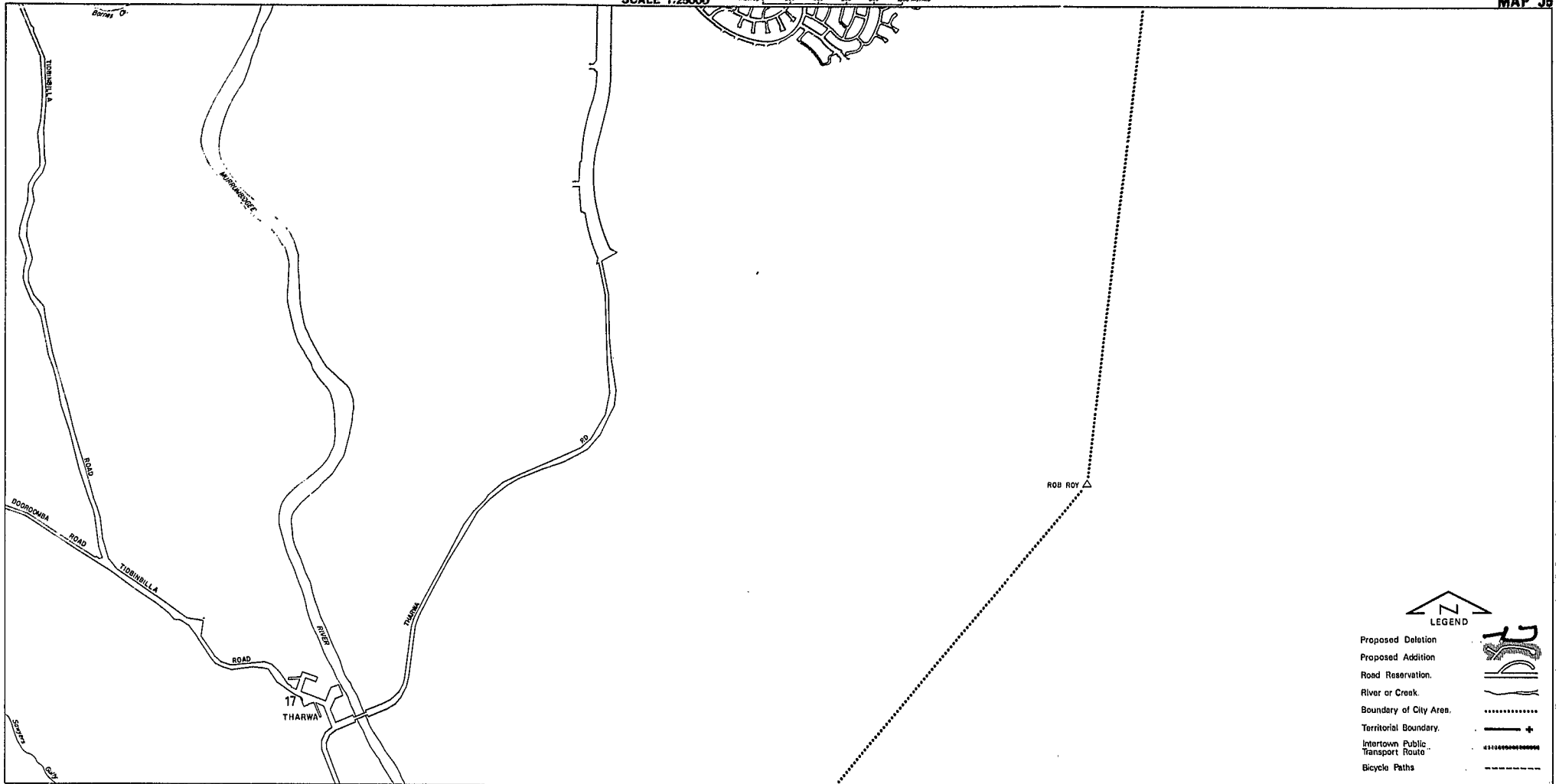


60 61 62 63 64 65 66 67 68 69 70 71 72 73

SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP J5



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

Commonwealth of Australia Gazette

Published by the Australian Government Publishing Service



No. S 39

Canberra, Tuesday, 10 March 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 (74TH SERIES OF VARIATIONS)

IN pursuance of the powers conferred on me by Section 12A of the *Seat of Government (Administration) Act 1910*, I, Michael Hodgman, 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 map N5 attached hereto.

Dated this ninth day of March 1981.

MICHAEL HODGMAN

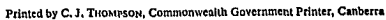
Minister of State for the Capital Territory

THE SCHEDULE

VARIATION 1—(MAP N5):

YARRALUMLA: Addition to the plan of a cycloway from Lady Denman Drive to Yarralumla Bay as part of the Cycloway Network around Lake Burley Griffin. Variation 7 of the 73rd series of variations to the plan of layout of the City of Canberra and its environs, which was published in *Gazette* No. S 35 of 3 March 1981, is hereby cancelled and is replaced by this proposal.

INDEX OF DETAIL MAPS INCORPORATING THE CITY PLAN



SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP N5





Telephone:
In reply please quote:
Your Reference:

Mr P. Bergin
Clerk to the Joint Committee
on the A.C.T.
Parliament House
CANBERRA 2600 .

Dear Mr Bergin

At its hearing into the 73rd and 74th series of variations to the City Plan on 22 April 1981, the Committee sought certain supplementary information from the Department in connection with two of the variations. The required information is set out below and in the attachments.

1. VARIATION 1, KELLERMAN CLOSE, HOIT

- (a) The Committee sought a statement on the policy relating to sale of Government - owned houses to tenants. The information supplied by the Commissioner for Housing is as follows:-

"A revised policy for the sale of government-owned dwellings in the ACT was introduced in June 1976 by the then Minister for the Capital Territory when he announced publicly:

"All tenants will be able to buy their houses at the market value, as assessed by the valuers of the Taxation Office. They will pay 5% deposit and the balance over 32 years except that flats, houses in the Causeway, the demountable houses in Narrabundah and certain houses that have been allocated on a job-tied or priority basis will not be sold to the tenants."

That statement reflects the basic sales policy still in force except that, following redevelopment of the Causeway, new houses there now are available for sale, as are demountable houses at Narrabundah. Flats still are not available for sale.

Currently then most tenants of government houses can buy them and all who do so have automatic access to government financial assistance up to 95% of the purchase price through a Commonwealth of Australia mortgage. Tenants whose family income does not exceed 95% of A.O.T. male average weekly earnings qualify for an effective concessional interest rate of 5 $\frac{1}{2}$ % on the whole of the mortgage. Tenants whose family income exceeds that figure pay interest at effective rates of 11% on the first \$15,000 of the mortgage and 12% on the balance.

The Department currently is developing proposed new sales and financial assistance policies to put to the Minister. The question of whether government flats should be made available for sale is being considered as part of the exercise."