

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-SIXTH SERIES

APRIL 1982

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(SEVENTY-SIXTH SERIES)

# TABLE OF CONTENTS

	<u>Page</u>
Terms of Reference	iii
Membership of the Committee	iv
Recommendations	v
Introduction	1
76th Series	
Variation 1 - Florey	3
Variation 2 - Bruce, Section 4	5
Variation 3 - Bruce, (South)	5
Variation 4 - Bruce, (South)	6
Variation 5 - Lyneham	6
Variation 6 - Braddon, Mort Street	6
Variation 7 - City, Petrie Plaza	7
Variation 8 - City	7
Variation 9 - Campbell, Section 49	8
Variation 10 - Pearce, Section 14	8
Variation 11 - Phillip, Section 11	8
Variation 12 - Phillip, Section 73	9
Variation 13 - Narrabundah, Section 34	9
Variation 14 - Kambah, Section 197	9
Variation 15 - Hume, Section 4	10
Variation 16 - Village of Tharwa, Section 7	11
APPENDIXES	
APPENDIX I	Letter from the Minister for the Capital Territory referring the proposals for the Committee's consideration.
APPENDIX II	List of Witnesses and objections received.
APPENDIX III	Briefing notes supplied jointly by the Department of the Capital Territory and the National Capital Development Commission.
APPENDIX IV	Gazette No. S32 notifying the Minister's intention to vary the plan of layout of the City of Canberra and its environs.
APPENDIX V	Report of the ACT House of Assembly Standing Committee on Finance, Variations to the City Plan (76th Series)

## 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

Chairman:

Senator M.E. Reid

Deputy-Chairman:

Mr K.L. Fry, M.P.  
Senator G. Georges  
Senator D.J. Hamer, DSC  
Senator M.A. Colston  
Mr J.M. Bradfield, M.P.  
Mr W.P. Coleman, M.P.  
Hon. J.D.M. Dobie, M.P.  
Mr N.J. Hicks, M.P.  
Mrs. R.J. Kelly, M.P.

Secretary:

Mr M. Adamson

## RECOMMENDATIONS

The Committee approves variations 3 to 16 and has decided to withhold approval of variations 1 and 2.

It is the view of the Committee that variation 1 (Florey) be deferred until it receives adequate information about the new guidelines for the release of land in new residential sub-divisions and a statement setting out the responsibilities of private developers regarding servicing standards and marketing procedures. Whilst the Committee has been briefed on progress so far by NCDC and DCT insufficient is known about the legal and administrative aspects to enable the Committee to determine whether arrangements can be devised to protect the interests of the private sector and prospective lessees of residential land.

With respect to variation 2 (Bruce, Cyclepath), the Committee believes that a decision on this item cannot be made without further information regarding the necessity for removal and reconstruction of the cyclepath.

## Introduction

1. In the Commonwealth of Australia Gazette 25 February 1982, 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 27 February and 10 March 1982. Displays showing the proposals were arranged by DCT at the Belconnen Mall, Monaro Mall, Dickson Library, Woden Plaza, Cooleman Court and the Erindale Centre, Wanniasa. In addition, a display of variation 9 was erected at Jeffery's Store, Tharwa.

3. On 24 February 1982, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposals, and designated the 76th 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 March 1982. 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.

5. The Committee is conscious of the role of the ACT House of Assembly as representing the views of citizens of the ACT and invited a representative from the ACT Assembly to provide comments on the proposed variations at the public hearing. Mr P. Whalan MHA addressed the Committee on the variations.

6. The Committee was provided with the report of the ACT House of Assembly Standing Committee on Finance on the 76th Series of Variation to the City Plan after the public hearing on the variations. The report expressed reservations about item 14 (Crozier Circuit, Kambah) and item 15 (Hume Estate). This report is at Appendix V.

7. The National Capital Development Commission (NCDC) and DCT supplied jointly prepared briefing notes which set out the background to the variations. These briefing notes form Appendix III. The Gazette notifying the variations and detailed maps form Appendix IV. For the sake of brevity details contained in the briefing notes are not repeated, unless necessary, in the Committee's Report. The briefing notes explain details of the variations such as the purpose, cost, existing and proposed development and the extent of community consultation. The Committee's Report should therefore be read in conjunction with the briefing notes and the transcript of evidence. The cost involved in the proposals is approximately \$2.0m. It should be noted, however, that variations 3 to 6, 9 to 13 and 16 have no cost.



## 76TH SERIES

### Variation 1 - Florey

8. This item deals with the completion of the distributor road network connecting the existing developed western area of Florey with the northern, southern and eastern boundaries of the suburb. Proposals for a road network in the new residential sub-division of Florey were submitted to the Committee in the 75th Series of Variations to the City Plan.

9. The development of the new sub-division in the 75th Series was to be carried out by private developers consistent with the absence of funds provided for NCDC activities in the area of residential land servicing. In the context of the 1981/82 Budget discussions, the Government questioned the need for funds for land servicing in this financial year, primarily because of the supply of serviced land then still available and decided that funds should not be made available for 1981/82. As a result the NCDC, in conjunction with DCT and other Departments and authorities, investigated the feasibility of land servicing by the private sector and to provide proposals for an alternative system.

10. On the basis of evidence taken at public hearings on these proposals and an inspection of the site by the Committee it was decided to defer approval for this item in the 75th Series until:-

1. the Committee had received draft guidelines from the NCDC and DCT governing the release of land in new residential sub-divisions and a statement setting out the responsibilities of private developers regarding servicing standards and marketing procedures;

2. the Committee had been informed by the NCDC of the definite plans for the remainder of Florey and access roads to the north and each had been provided in the sub-division;
3. the Committee had been assured that future development would incur a greater proportion of medium density housing.

11. Concurrent with the period of public consultation on items considered in the present series of variations the NCDC released a draft policy plan for Florey. This draft policy plan provided the context for the road proposals gazetted for Florey in the 76th Series and satisfies the second and third conditions imposed on approval of this item in the report of the Committee on the 75th Series of Variations to the City Plan.

12. Prior to the public hearings on the 76th Series, the Committee was briefed by officers of the NCDC and DCT on the progress made up to that time with the proposed administrative arrangements for the transfer of functions relating to the servicing of residential land in the ACT from the public to the private sector.

13. Although this progress has been significant, insufficient is yet known about the legal and administrative aspects to enable the Committee to know whether arrangements can be devised to provide an equitable framework which protects the interests of both the private sector and prospective lessees of residential land. It was noted in particular that no specific details are available on marketing procedures for new land.

14. Hence, the Committee is of the view that on the basis of current information there is at present no justification for approving this variation. Moreover, the Committee places on record its support for the continuation of present arrangements

for the servicing and disposal of residential land in the ACT and in the absence of sound proposals for an alternative mechanism feels that the current system should continue. It does this in the belief that it provides a system which ensures orderly release and marketing of land at reasonable prices to the public and a satisfactory profit to the Government for its outlay and involvement.

#### Variation 2 - Bruce, Section 4

15. This variation involves an amendment to the present cycleway in Bruce. It proposes the deletion of a constructed length of cycleway running diagonally between Haydon Drive and College Street and the addition of a replacement alignment, adjacent to Haydon Drive and College Street. This reconstruction of the cycleway will enable the north-east portion of Section 4, Bruce, to be released for future development. A proposal currently under consideration is for the site to be used for an independent school.

16. In examining this variation the Committee does not consider a decision on this item can be made in the absence of further details regarding the necessity for removal and reconstruction of the cycleway at this time. As construction of the new section of cycleway will cost the Government \$40,000 the Committee recommends that Variation 2 be deferred pending further information.

#### Variation 3 - Bruce (South)

17. This requires the deletion from the City Plan of an unconstructed cul-de-sac, Tauss Place, to provide for a change in housing types from standard detached housing to cluster housing, in part of the residential development by A.V. Jennings Industries Ltd. No objections have been received.

18. The Committee approves the variation.

#### Variation 4 - Bruce (South)

19. This involves the widening of the road reservation at the end of Clews Place to enable the construction of a cul-de-sac turning head. In addition a stone retaining wall will be constructed to retain the crossfall of the land. No objections have been received.

20. The Committee approves the variation.

#### Variation 5 - Lyneham

21. This proposal requires the deletion of a section of the Ellenborough Street road reservation which is not required for roadworks. The area already contains some screen planting that has been done as part of the landscaping of the Yowani Golf Course. It is proposed to incorporate the area in the Yowani Golf Club lease. No objections have been received.

22. The Committee approves the variation.

#### Variation 6 - Mort Street, Braddon

23. The purpose of this variation is to enable degazettal of part of Mort Street to allow the lessing of the former vehicle testing station.

24. In evidence to the Committee the NCDC indicated that the proposed use of the facility involves offering the existing building for lease and conversion as a restaurant and takeaway food facility. The notion of a 'food village' was raised as a possible use for the site. This was stated to include a variety of food retail services to the public including fast-food counters as well as a sit down area.

25. The Committee expresses concern that the nature of this development may not provide the kind of service which would be in the best interest of the public in the area considering that there are already in the immediate vicinity other fast-food outlets in the form of caravans and sandwich bars. Furthermore, a large facility of the kind proposed would increase the traffic congestion and noise already experienced along Mort Street.

26. Therefore, the Committee would like to indicate that any proposed development should be approved on the basis that it provides a positive addition to the area and does not increase problems already experienced in relation to noise, traffic or standard of service provided to the public.

27. The Committee approves the variation.

#### Variation 7 - City, Petrie Plaza

28. It is proposed to degazette 55.2 sq. metres in Petrie Plaza to enable a lease to be granted which would permit the redevelopment of the 'Sunspot' kiosk. The estimated cost to relocate the existing services and to reinstate paving is approximately \$10,000.

29. The Committee inspected the site of the proposed development and ascertained that none of the surrounding trees would be removed or damaged.

30. The Committee approves the variation.

#### Variation 8 - City.

31. This variation provides for the addition to the City Plan of a loop road located on the western side of Commonwealth Avenue north of London Circuit to provide for a connection from Commonwealth Avenue to London circuit. This will considerably

improve traffic access from southern areas to City East at an estimated cost of \$230,000. No objections have been received.

32. The Committee approves the variation.

Variation 9 - Campbell, Section 49

33. This requires addition to the Plan of an extension to the road reservation of Blamey Place to provide lease access to Blocks 6 and 12, Section 49 Campbell. This extension will provide access to a Boy Scout Hall and lease frontage for Block 12, which is to be developed as a doctor's surgery. No objections have been received.

34. The Committee approves the variation.

Variation 10 - Pearce, Section 14

35. It is proposed that a strip of Commonwealth land of 493 sq. metres be incorporated in the road reservation of MacFarland Crescent, to formalize an existing access to the Freemasons Home for the Aged. No objections have been received.

36. The Committee approves the variation.

Variation 11 - Phillip, Section 11

37. This variation requires the deletion from the plan of approximately 80 square metres of the Furzer Street road reservation to enable the land to be incorporated within the property line of Block 1, Section 9 Phillip. No objections have been received.

38. The Committee approves the variation.

Variation 12 - Phillip, Section 73

39. This involves the addition to the Plan of a strip of Commonwealth land of 98 sq. metres to be incorporated into the road reservation of Butters Drive to provide access to an existing development on Section 73. No objections were received.

40. The Committee approves the variation.

Variation 13 - Narrabundah, Section 34

41. The purpose of this variation is to add to the Plan an existing access road and carpark. The gazettal will provide access to playing fields and the velodrome, and will enable the identification of further sites for clubs and sporting facilities. No objections have been received.

42. The Committee approves the variation.

Variation 14 - Kambah, Section 197

43. Item 14 proposes the addition of new access roads off Crozier Circuit to serve a new housing development on a vacant site adjacent to Crozier Circuit and Boddington Crescent.

44. Objections to this proposal were received from the Crozier Residents' Committee and a resident of Urambi Village, immediately opposite the proposed development, which raised various safety factors associated with increased traffic pressure on roads in the area. Subsequent to the public hearing on this item, at which these issues were debated, the NCDC made the following commitments:-

1. to re-examine the sub-divisional layout of the seven (7) blocks at the western end of the sub-division with attention to access and traffic safety standards;

2. to review the planning of the proposed courtyard housing in the vicinity of the Crozier Circuit/Boddington Crescent intersection with attention to the residential amenity of the nearby housing;
3. to provide details of the ACT Schools Authority's comments on the effect of residential development in Sections 197 and 198 on school enrolments;
4. to provide a copy of the 1977 Plan made available to residents at the time and which indicated the layout proposed in this series of variations.

45. The Committee is satisfied that these conditions have been met and that the proposed variation will be carried out in the best interests of the community. The Committee approves the variation on the understanding that the NCDC will carry out the engineering servicing of the land which will then be released by DCT under prevailing arrangements.

#### Variation 15 - Hume, Section 4

46. It is proposed to add to the plan a new access road off Sheppard Street to serve twelve new industrial sites. The area is currently vacant Commonwealth land that has been set aside for future industrial development.

47. Mr Ian Black of Hill Station objected to the proposal on the grounds that industrial development in the area would have a considerable impact on the integrity of the historic homestead, Hill Station, which is presently occupied and used as a restaurant/residence.

48. The Committee inspected the site and noted and endorsed Mr Black's concern. The NCDC assured the Committee that it would



undertake a high level of landscaping protection in order to protect the amenity of Hill Station. The Commission also agreed as far as practicable to ensure that the area immediately surrounding the Hill Station Homestead would be the last area to be released for industrial development. In this way, it was hoped that the impact of large scale industry on this historic site be minimised.

49. The Committee considers that any recreational area or tourist facility planned in the future when industrial development is more extensive should be developed in the area immediately adjacent to the homestead.

50. The Committee approves the variation.

Variation 16 - Village of Tharwa, Section 7

51. This proposes the addition to the Plan of the extension of the Bridge Street road reservation previously provided for in the plan of the Village of Tharwa (as gazetted under the N.S.W. Town Lands Act, 1884). There have been no objections.

52. The Committee approves the variation.

22 APR 1982

*Margaret Reid*  
  
*Margaret Reid*



COMMONWEALTH OF AUSTRALIA

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

24 FEB 1982

*Margaret*  
My dear Senator,

On 25 February 1982, notice of my intention to vary the plan of layout of the City of Canberra and its environs, representing the 76th 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.

Sixteen 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.

*Kind regards,*  
Yours sincerely,*Michael Hodgman*  
MICHAEL HODGMAN

Minister for the Capital Territory

Senator Margaret Reid,  
Chairman,  
Joint Committee on the A.C.T.,  
Parliament House,  
CANBERRA, A.C.T. 2600

LIST OF WITNESSES

National Capital Development Commission

Mr M.M.B. Latham  
Associate Commissioner

Mr G.J. Campbell  
Chief Planner

Mr G.D.W. Pain,  
Chief Engineer

Mr P.A. Leonard,  
Assistant Secretary

Department of the Capital Territory

Mr E.G. Davenport  
Assistant Secretary

Mr K.R. Black  
OIC, Statutory Processes

ACT House of Assembly

Mr P.R. Whalan  
Chairman - Finance Committee

ACT Council of P and C Associations

Mr B.J. Odgers  
Executive Member

Mrs L. Connors  
Executive Member

L.A. Coggan & Son Pty Ltd

Mr A.J. Coggan

Crozier Circuit Residents' Committee

Mr F. Farrow  
Mr J. Wilkie

Pedal Power ACT Inc

Mr C.E. Bellamy

T. & G. Snow Pty Ltd

Mr G.R.W. Snow

Urambi Village, Body Corporate Committee

Mr D.K. McIntyre

Private Citizens

Mr I.H. Black

Mr R.T. Jackson

Mr D.J. Miller

## APPENDIX III

## SEAT OF GOVERNMENT (ADMINISTRATION) ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA  
AND ITS ENVIRONS (76TH SERIES)

This briefing material is intended to supplement the information contained in the notice of intention to vary the plan of layout of the city of Canberra and its environs (the City Plan) which was published in Gazette S32 of 25 February 1982. They have been prepared for the public inquiry by the Joint Committee on the Australian Capital Territory into the 76th series of variations.

These variation proposals were referred to the Committee for investigation and report by the Minister for the Capital Territory in a letter dated 24 February 1982, pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 76th series of variations comprise 16 items, nine of which are being sponsored by the National Capital Development Commission and seven by the Department of the Capital Territory.

Copies of all public comments and objections which are received as a result of the Department's publicity of the proposals will be submitted to the Committee separately.

#### PUBLIC INFORMATION

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

Sixteen proposed changes were announced today by the Department of the Capital Territory, in the 76th series of variations to the Canberra City Plan.

The changes provide for -

- completion of the distributor road network for Fiorey, including a reservation for a bus-only road, and the deletion of a former proposed carpark for a local shop;
- Realignment of the cycleway between Haydon Drive and College Street to enable the north east portion of Section 4 Bruce to be developed as an independent school;
- Bruce (South) deletion of an unconstructed cul-de-sac;
- Bruce (South) widening of Clews Place to provide for a cul-de-sac turning head;
- Deletion of part of road reserve at the intersection of Ellenborough Street and the Barton Highway;
- Decazettal of part of Mort Street to enable the leasing of the former vehicle testing station;
- Degazettal of section of Petrie Plaza to allow redevelopment of the 'Sunspot Kiosk';
- Gazettal of an additional loop road off Commonwealth Avenue to allow access onto London Circuit;
- Extension of Blamey Place to allow access to Block 6 and 12 of Section 49 Campbell;
- Addition to the road reservation of McFarland Crescent to allow access to Section 14 Pearce;

- . Deletion of a section of Furzer Street road reservation to be incorporated within Block 1 Section 9 Phillip;
- . Addition to Butters Street road reservation to allow access to Section 73 Phillip;
- . Addition to existing access road to enable access to playing fields and future sites in Section 34, Narrebundah;
- . Additional access roads off Crozier Circuit, Kambah, for residential development;
- . Additional access road in Hume for new industrial sites;
- . Extension of Bridge Street road reservation, Tharwa.

Twenty one days are allowed for public submissions or objections to any of the intended changes, which must be sent to the Department of the Capital Territory. All submissions received by the closing date of 19 March 1982 will be forwarded to the Joint Parliamentary Committee on the ACT for consideration during their public hearings into the proposals.

The intended changes will be on display at Belconnen and Monaro Malls, Woden Shopping Square, Dickson Library, Cooleman Court, and the Erindale Centre, Wanniasa, until the closing date for lodgement of submissions. Material relating to the proposed variation in Tharwa will be on display at Jeffrey's Store, Tharwa. Copies of the Commonwealth of Australia Gazette containing the Notice of intention to vary the plan are available at the Government Bookshop in Alinga Street.

25 February 1982



NOTE ON THE 75TH SERIES OF VARIATIONS

In October 1981, the Joint Committee on the ACT reported to Parliament on its findings in connection with the items proposed in the 75th series of variations to the plan.

The Committee approved all of the proposals except those relating to new residential developments in Florey and Giralang on which it sought further information.

The Minister accepted the Committee's recommendations and a formal variation was tabled in both Houses of Parliament.

No notice of motion for disallowance was moved in either House during the statutory tabling period of six sitting days.

76TH SERIES OF VARIATIONS TO THE CITY PLANEXPLANATORY STATEMENT

## VARIATION 1

Completion of the distributor road network for Florey, establishing connections with its northern, eastern and southern boundaries. Other roads have already been gazetted (in Florey West) and were proposed as part of the 75th Series (for Florey North and South). The proposals include a reservation for a bus-only road, which extends the existing busway from Belconnen Town Centre, westward from Coulter Drive. These primary roads provide the internal framework for the eastern part of Florey, within which, tracts of land for development by private enterprise will be defined. This variation also includes the deletion of a former proposed carpark for a local shop.

## VARIATION 2

BRUCE: SECTION 4: Deletion of a constructed length of cycleway between Haydon Drive and College Street and addition of a replacement alignment, adjacent to Haydon Drive and College Street. This will enable the north-east portion of Section 4, Bruce, to be developed as an Independent School.

## VARIATION 3

BRUCE (SOUTH) Deletion of an unconstructed cul-de-sac, Tauss Place, to provide for a change in housing types in part of the Residential Development by A.V. Jennings Industries Ltd.

## VARIATION 4

BRUCE (SOUTH) Widening of part of the road reservation at the end of Clews Place, Bruce, to enable the construction of a cul-de-sac turning head.

## VARIATION 5

LYNEHAM: Deletion of a Section of the Ellenborough Street road reservation which is not required for roadworks. It is proposed that the area be incorporated in the Yowani Golf Club Lease.

## VARIATION 6

BRADDON: Degazettal of part of Mort Street to enable the leasing of the former vehicle testing station. It is intended to offer the building for lease and conversion as a restaurant and take-away facility. Areas adjacent to the building are proposed to be included in the lease to provide for outdoor eating and service vehicle access.

## VARIATION 7

CITY: Petrie Plaza: Degazettal of a small paved area in Petrie Plaza to enable a lease to be granted which would permit the redevelopment of the "Sunspot Kiosk".

## VARIATION 8

CITY: Addition to the plan of a loop road located on the Western side of Commonwealth Avenue north of London Circuit to provide for a connection from Commonwealth Avenue to London Circuit. The provision of a loop road connecting the North bound carriageway of Commonwealth Avenue with London Circuit will provide much improved traffic access from southern areas to City East and provide for improved bus routing associated with the development of the City Bus Station.

## VARIATION 9

CAMPBELL: SECTION 49: Addition to the plan of an extension to the road reservation of Blamey Place to provide lease access to Blocks 6 and 12 Section 49 Campbell. The extension of the road reservation will provide access to a Boy Scout Hall currently under lease and lease frontage for Block 12.

## VARIATION 10

PEARCE: SECTION 14: Addition to the plan of a strip of Commonwealth Land of approximately 493 square metres to be incorporated in the road reservation of Macfarland Crescent, to formalise an existing access to the Freemasons Home for the Aged.

## VARIATION 11

PHILLIP: SECTION 11: Deletion from the plan of approximately 80 square metres of the Furzer Street road reservation to enable the land to be incorporated within the property line of Block 1 Section 9 Phillip. Currently, the in-ground petrol tanks and petrol dispenser associated with the Commonwealth vehicle storage facility lie outside the property line and within the Furzer Street reservation. The proposed variation will enable the property line to be amended to incorporate the tanks and dispenser and ensure compliance with the S.A.A. Flammable and Combustible Liquids Code and Dispenser Zone Regulations.

## VARIATION 12

PHILLIP: SECTION 73: Addition to the plan of a strip of Commonwealth Land of approximately 98 square metres to be incorporated into the road reservation of Butters Drive to provide access to an existing development on Section 73.

## VARIATION 13

NARRABUNDAH: SECTION 34: Addition to the plan of an existing access road and carpark. The gazettal will provide access to playing fields and velodrome and will enable the identification of further sites fronting the access road for clubs and sporting facilities.

## VARIATION 14

KAMBAH: SECTION 197: Addition to the plan of new access roads off Crozier Circuit, to serve 43 standard housing blocks and 26 cottage blocks. The site is presently vacant and is situated adjacent to Crozier Circuit, Kambah. Boddington Crescent also abuts the site as well as existing residential development to the south.

## VARIATION 15

HUME: SECTION 4: Addition to the plan of a new access road off Sheppard Street to serve twelve new industrial sites. The area is currently vacant Commonwealth land that has been set aside for future industrial development. Existing development north of this area consists of a builders supply warehouse and a landscape supplier. Closest development on the southern side is Hill Station Homestead.

## VARIATION 16

VILLAGE OF THARWA; SECTION 7: An addition to the plan of the extension of the Bridge Street road reservation previously provided for in the plan of the Village of Tharwa as gazetted under the New South Wales Crown Lands Act 1884.

### VARIATION 1:

Completion of the distributor road network for Florey, establishing connections with its northern, eastern and southern boundaries. Other roads have already been gazetted (in Florey West) and were proposed as part of the 75th Series (for Florey North and South). The proposals include a reservation for a bus-only road, which extends the existing busway from Belconnen Town Centre, westward from Coulter Drive. These primary roads provide the internal framework for the eastern part of Florey, within which, tracts of land for development by private enterprise will be defined. This variation also includes the deletion of a former proposed carpark for a local shop.



## FLOREY: ROAD ADDITIONS AND CARPARK DELETION

### 1. Purpose

Completion of the distributor road network for Florey, establishing connections with its northern, eastern and southern boundaries. Other roads have already been gazetted in Florey West and were proposed in the 75th Series for Florey North and South (Variation 3).

The proposals include a reservation for a bus-only road, which extends the existing busway from Belconnen Town Centre, westward from Coulter Drive.

These primary roads provide the internal framework for the eastern part of Florey, within which, tracts of land for development by private enterprise will be defined.

This variation also includes the deletion of a former proposed carpark for a local shop.

### 2. Estimated Costs

Distributor roads - \$500,000

Busway (at grade) - \$100,000

Busway (grade separation, long-term option) - \$450,000

### 3. Existing Development

There are 104 blocks services and leases in South West Florey. A further 38 blocks are to be serviced in that area shortly.

A Roman Catholic High School, Parish Centre and Primary School exist, adjacent to these blocks.

### 4. Proposed Development

The plan retains flexibility for a range of housing mix between medium density and standard housing, to be provided in the eastern sector of Florey.

On an assumption of 45% of the eastern sector being for medium density housing and the balance for standard residential, the eastern sector could yield a total of about 950 units, bringing the total for Florey as a whole, to about 1800 dwellings.

The actual housing mix will depend on market demand at the time of release to private enterprise. Intending developers will be required to prepare development plans as a basis for gazettal action for the collector and access roads in the eastern sector.

The site of the former local shop and carpark is now proposed for residential development.

## 5. Particular Planning Considerations

The proposals are designed:

- . to establish a fixed distributor road framework which discourages through traffic;
- . to permit a more cost effective busway which can be constructed on its final alignment initially as an at-grade bus-only road and be upgraded to a more sophisticated line-haul bus system if required in the future;
- . to minimise the impact of the busway on residential areas;
- . to provide the opportunity to increase the medium density housing component adjacent to the public transport route and within reasonable proximity to the Belconnen Town Centre.

In addition to housing, the eastern sector of Florey will contain the normal suburban provisions of open space. Sites for community uses will also be retained adjacent to the Neighbourhood Centre.

With the currently proposed grouping of neighbourhood facilities in Florey North there is now no requirement for the additional shop and carpark previously proposed.

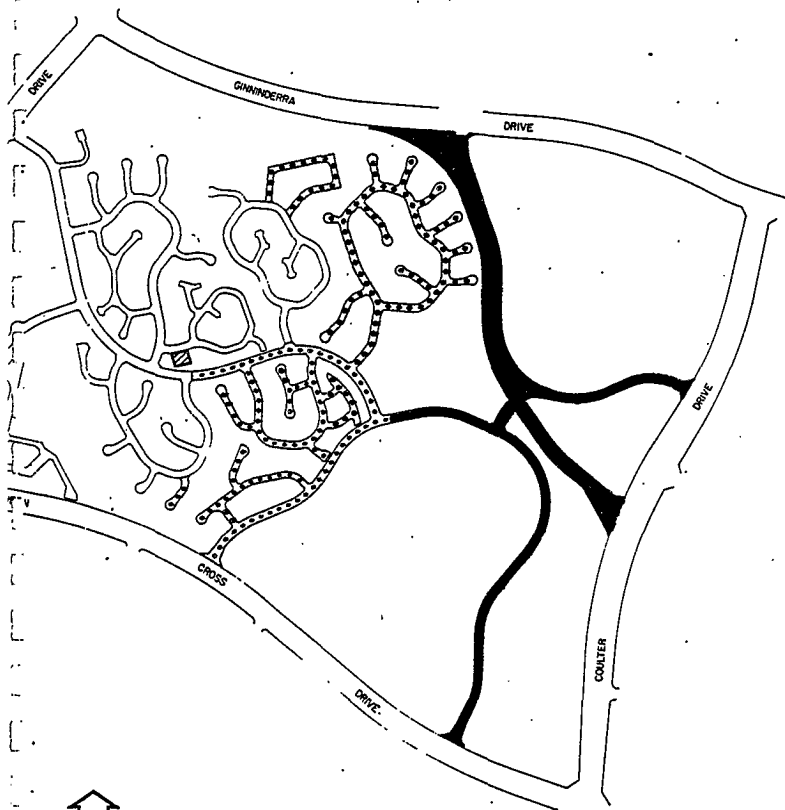
## 6. Environmental Considerations

Nil.

## 7. Public Information

The NCDC is preparing a Draft Policy Plan for Florey which identifies the land uses for the whole of the suburb. Copies of this plan will be made available to the existing Florey residents.





200

400m

Scale 1:10 000



INTENTION TO VARY NOTIFIED IN GAZETTE NO 167 OF 14 AUGUST 1981

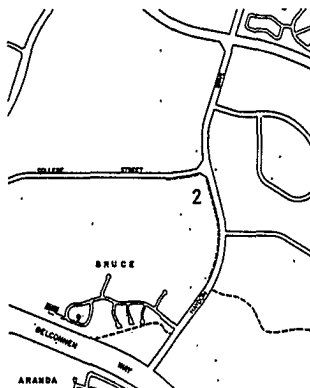
**ROAD ADDITION**

**ROAD DELETION**

**FLOREY: Road Additions and Carpark Deletion**

## VARIATION 2

BRUCE: SECTION 4: Deletion of a constructed length of cycleway between Haydon Drive and College Street and addition of a replacement alignment, adjacent to Haydon Drive and College Street. This will enable the north-east portion of Section 4, Bruce, to be developed as an Independent School.



BRUCE : SECTION 4 - CYCLEWAY RELOCATION BETWEEN HAYDON  
DRIVE AND COLLEGE STREET

1. Purpose

Deletion of a constructed length of cycleway between Haydon Drive and College Street and addition of a replacement alignment, adjacent to Haydon Drive and College Street.

This will enable the north-east portion of Section 4, Bruce, to be developed as an Independent School in 1982.

2. Length

The length of cycleway to be deleted is 0.55 km.

The total length to be reconstructed, adjacent to Haydon Drive and College Street, is 0.70 km, at a width of 2.5m.

3. Cost

The estimated cost of constructing the new section of cycleway is \$40,000.

4. Existing Development

The section of cycleway to be deleted, was gazetted in the 68th Series in October 1979 and was constructed in early 1980.

The area which it passes through, in the north-east portion of Section 4, Bruce, is currently undeveloped.

5. Proposed Development

A site of 18 hectares, at the corner of Haydon Drive and College Street, has been identified for an Independent Co-educational School. Development of the site is expected to commence in 1982. A replacement cycle facility is required before such development proceeds.

6. Particular Planning Considerations

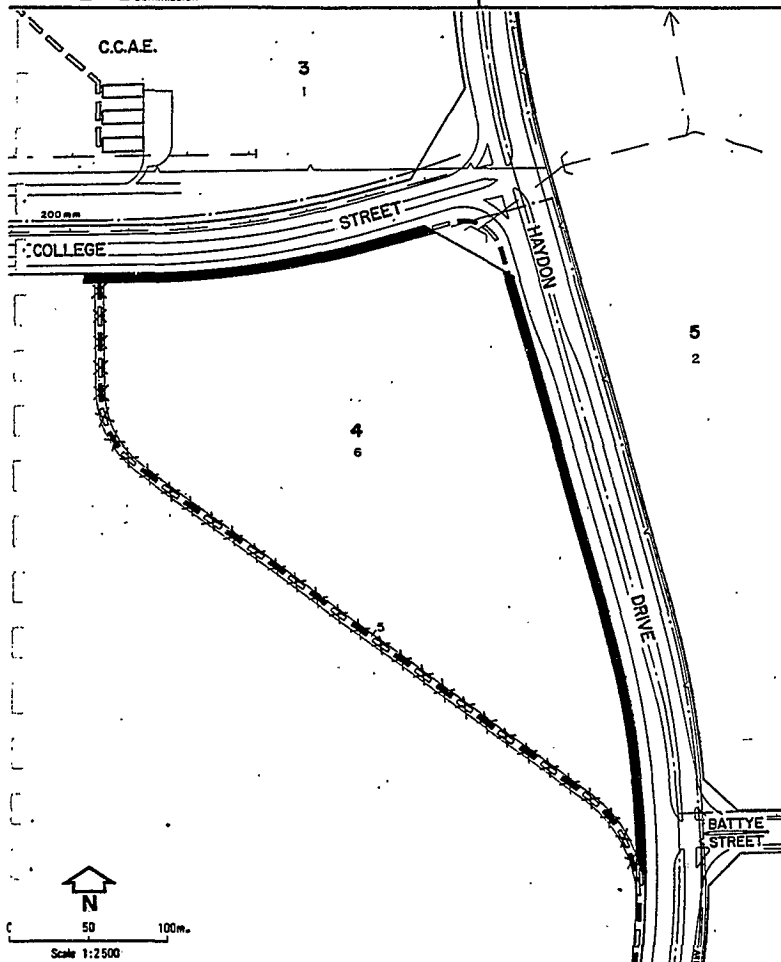
This area of Bruce has always been identified for residential development but detailed sub-division has not taken place, except in the southern portion. The existing cycleway was gazetted (68th Series) on the assumption that housing would be located in the north east corner of Bruce.

7. Environmental Considerations

The choice of this site for an Independent Co-educational School was influenced by its location in relation to catchment population and by the availability of existing access routes. The School will be an extensive development and it is not practicable to retain the cycleway on its current alignment.

8. Public Information

Pedal Power will be consulted on this proposal.

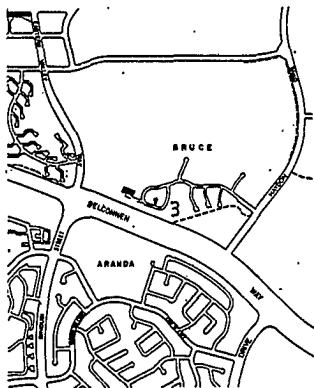


Cycleway Addition  
Cycleway Deletion

**BRUCE:** Section 4 — Cycleway relocation between  
Haydon Drive and College Street

## VARIATION 3

BRUCE (SOUTH) Deletion of an unconstructed cul-de-sac, Tauss Place, to provide for a change in housing types in part of the Residential Development by A.V. Jennings Industries Ltd.



BRUCE (SOUTH): ROAD DELETION (UNCONSTRUCTED)

1. Purpose

Deletion of an unconstructed cul-de-sac, Tauss Place, to provide for a change in housing types in part of the South Bruce Residential Development.

2. Length

The length of the cul-de-sac to be deleted is 55 metres.

3. Cost

No costs are involved in this road deletion.

4. Existing and Adjacent Development

This area in South Bruce is currently being developed as a comprehensive housing estate by Jennings Industries.

5. Proposed Development

The deletion of this cul-de-sac results from a decision by the Developer to change the housing type in this part of the sub-division from standard detached housing to cluster housing (unit title).

6. Particular Planning Considerations

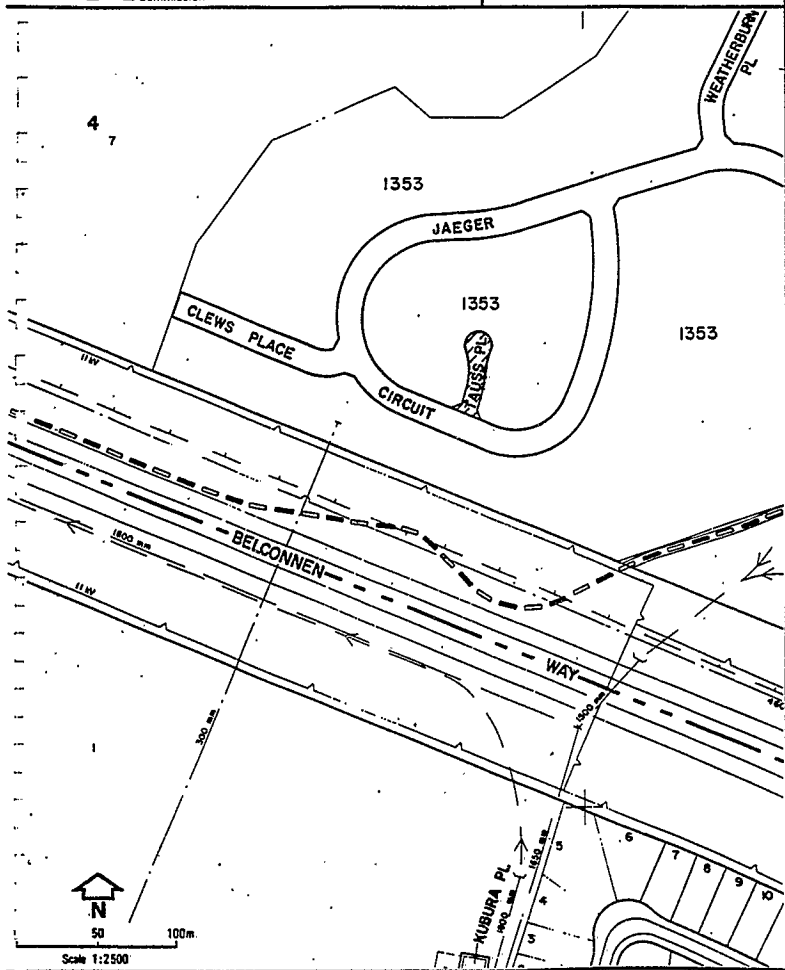
Vehicular access to the proposed cluster housing will be provided from a number of points on Jaeger Circuit and therefore the cul-de-sac is no longer required.

7. Environmental Considerations

The cluster housing style is well suited to informal access treatments which have less development impact on the surrounding area than the more formal type of access road.

8. Public Information

This small amendment does not significantly change the plan. The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.



I.JAD ADDITION  
ROAD DELETION



BRUCE (SOUTH): Road Deletion (Unconstructed)



BRUCE (SOUTH): PART ROAD ADDITION1. Purpose

Widening of part of the road reservation at the end of Clews Place, Bruce, to enable the construction of a cul-de-sac turning head.

2. Area

The additional area to be added to the reservation is approximately 250 sq metres.

3. Estimated Cost

The cost of constructing the turning head will be borne by the developer, Jennings Industries.

4. Existing and Adjacent Development

This area in South Bruce is currently being developed as a comprehensive housing estate by Jennings Industries.

5. Proposed Development

The cul-de-sac turning head will facilitate the turning of vehicles in Clews Place.

6. Particular Planning Considerations

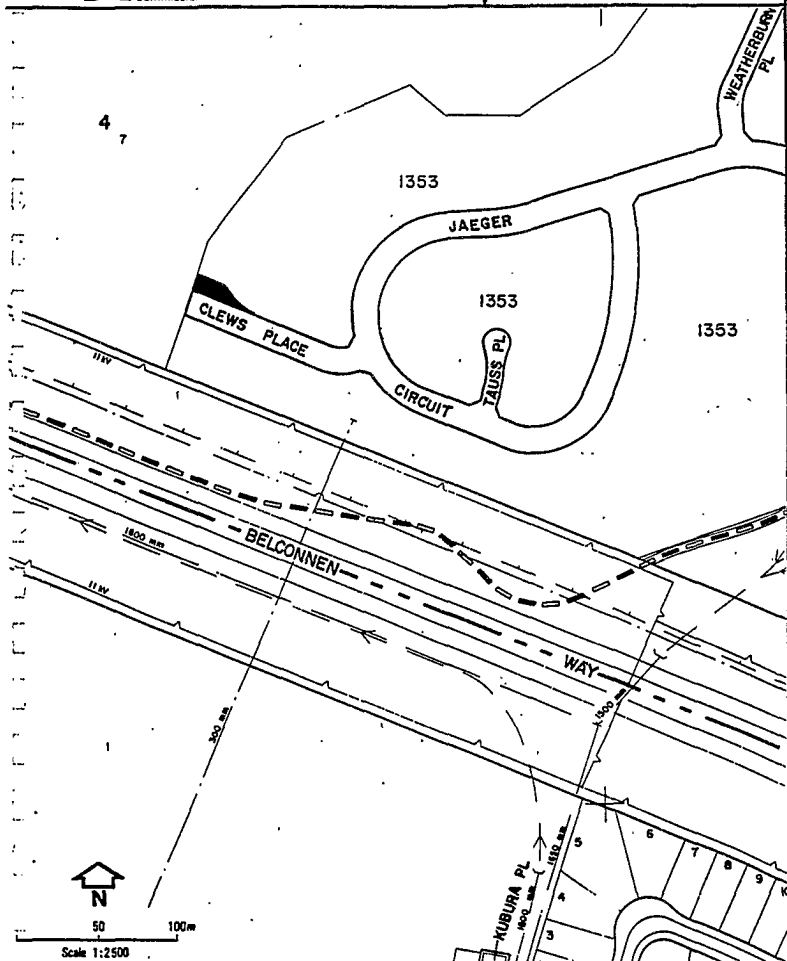
In addition to the roadworks to be carried out, a stone pitched retaining wall will also be constructed. This wall, which will be located within the road reservation and partly on Commonwealth land, is designed to retain the crossfall of land.

7. Environmental Considerations

The amount of site cut required to accommodate the turning head will be minimised in order to limit disturbance to the natural landscape.

8. Public Information

This small amendment does not significantly change the plan. The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.



BRUCE (SOUTH): Part Road Addition

## VARIATION 5

LYNEHAM: Deletion of a Section of the Ellenborough Street road reservation which is not required for roadworks. It is proposed that the area be incorporated in the Yowani Golf Club Lease.



LYNEHAM : BARTON HIGHWAY/ELLENBOROUGH STREET INTERSECTION -  
PART ROAD DELETION

1. Purpose

Section of part of the Ellenborough Street road reservation that is not required for roadworks.

2. Area

Approximately 1950 square metres.

3. Estimated Cost

Nil.

4. Existing Development

The area contains some screen planting that has been done as part of the landscaping of the Yowani Golf Course.

5. Proposed Development

Nil.

6. Particular Planning Considerations

It is proposed that the area be incorporated in the Yowani Golf Club lease.

7. Environmental Considerations

Nil.

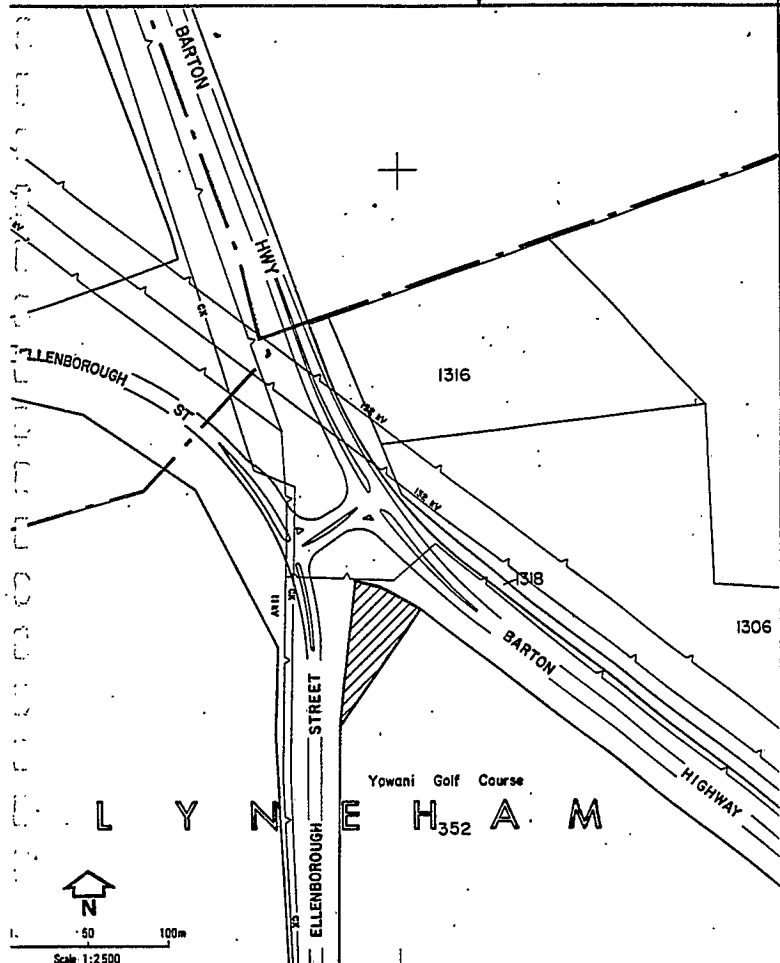
8. Public Information

The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.

# DCT

## VARIATION No. 5

28



ROAD ADDITION



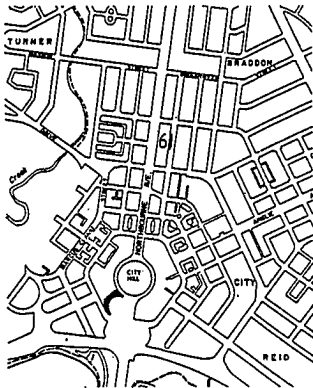
ROAD DELETION



LYNEHAM: Barton Highway—Ellenborough Street Intersection  
Part Road Deletion

## VARIATION 6

**BRADDON:** Degazetted part of Mort Street to enable the leasing of the former vehicle testing station. It is intended to offer the building for lease and conversion as a restaurant and take-away facility. Areas adjacent to the building are proposed to be included in the lease to provide for outdoor eating and service vehicle access.



BRADDON : MORT STREET - PART ROAD DELETION

1. Purpose

Degazettal of part of Mort Street to enable the leasing of the former vehicle testing station.

2. Area

The area to be degazetted is approximately 1350 square metres.

3. Estimated Cost

No costs are involved in this action.

4. Existing Development

The building is the old vehicle testing station which is currently unused.

5. Proposed Development

The proposal is to offer the building for lease and conversion as a restaurant and take-away food facility. Areas adjacent to the building are proposed to be included in the lease to provide for outdoor eating and service vehicle access.

This expanded site area will result in the loss of eight existing parking spaces.

6. Particular Planning Considerations

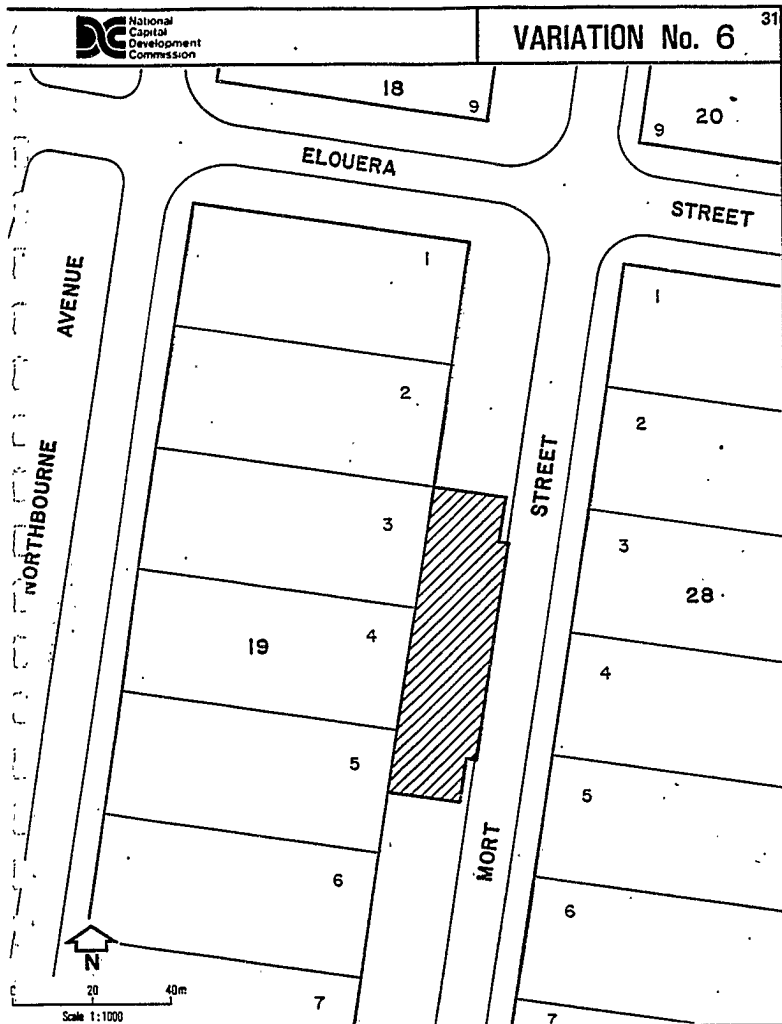
The degazettal would permit the leasing of the building, which is currently in the gazetted road reservation.

7. Environmental Considerations

Nil.

8. Public Information

The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.



ROAD ADDITION

ROAD DELETION



BRADDON: Mort Street — Part Road Deletion



## VARIATION 7

CITY: Petrie Plaza: Degazettal of a small paved area in Petrie Plaza to enable a lease to be granted which would permit the redevelopment of the "Sunspot Kiosk".



CITY : PETRIE PLAZA - PART ROAD DELETION

1. Purpose

Degazettal of a small paved area in Petrie Plaza to enable a lease to be granted which would permit the redevelopment of the 'Sunspot' kiosk.

2. Area

The area to be deleted is 55.2 square metres.

3. Estimated Cost

Estimated cost to relocate the existing services and to reinstate paving is approximately \$10,000.

4. Existing Development

The existing kiosk, known as the 'Sunspot' occupies a site of 9.0 square metres and is operated as a take-away food establishment.

5. Proposed Development

The proposed new kiosk will sell a greater range of foods and beverages and will include a covered servery area.

6. Particular Planning Considerations

The proposed development is in accordance with the requirements of the Capital Territory Health Commission in relation to the screening of food preparation areas and the provision of sanitary facilities.

7. Environmental Considerations

Nil.

8. Public Information

The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.

## VARIATION 8

CITY: Addition to the plan of a loop road located on the Western side of Commonwealth Avenue north of London Circuit to provide for a connection from Commonwealth Avenue to London Circuit. The provision of a loop road connecting the North bound carriageway of Commonwealth Avenue with London Circuit will provide much improved traffic access from southern areas to City East and provide for improved bus routing associated with the development of the City Bus Station.



CITY : COMMONWEALTH AVENUE/LONDON CIRCUIT - ROAD ADDITION

1. Purpose

Gazettal of an area of land located on the western side of Commonwealth Avenue north of London Circuit to provide for a connecting loop road from Commonwealth Avenue to London Circuit.

2. Length

The length of the loop is 350m approximately.

3. Estimated Cost

The estimated cost of the loop is \$230,000.

4. Existing Development

The current land use between Commonwealth Avenue (Vernon Circle) and London Circuit on which the facilities are to be provided is undeveloped open space. On the opposite (western side) of London Circuit is the Lakeside Hotel.

5. Proposed Development

Loop ramp as described above. To the north, and approximately opposite Edinburgh Avenue, a site has been identified for the future Commonwealth Law Courts.

6. Particular Planning Considerations

The provision of a loop road connecting the northbound carriageway of Commonwealth Avenue with London Circuit will:

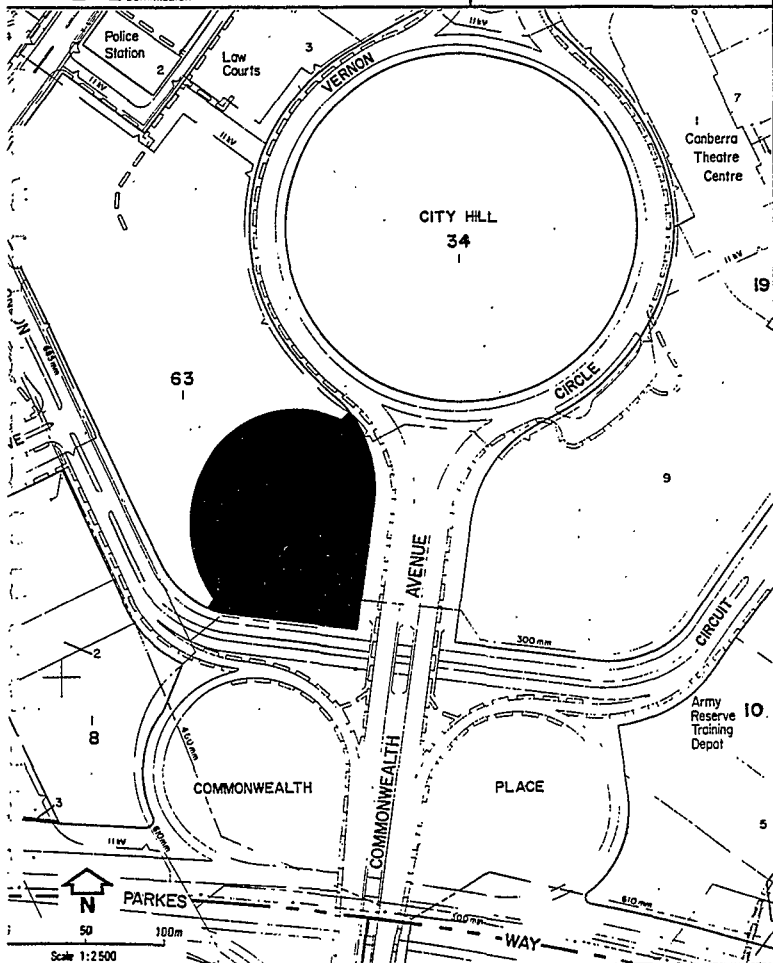
- . provide much improved traffic access from southern areas to City East;
- . provide for improved bus routing associated with the development of the City Bus Station.

7. Environmental Considerations

The loop ramp involves the removal of approximately 9 prunus trees of a height less than 4m. There are no other environmental considerations.

8. Public Information

The Lakeside International Hotel has been notified of the proposal.



ROAD ADDITION

ROAD DELETION

**CITY:** Commonwealth Avenue—London Circuit  
Road Addition

## VARIATION 9

CAMPBELL: SECTION 49: Addition to the plan of an extension to the road reservation of Blamey Place to provide lease access to Blocks 6 and 12 Section 49 Campbell. The extension of the road reservation will provide access to a Boy Scout Hall currently under lease and lease frontage for Block 12.



CAMPBELL : BLAMEY PLACE - PART ROAD ADDITION1. Purpose

Addition to the plan of an extension to the road reservation of Blamey Place to provide lease access to Blocks 6 and 12 Section 49 Campbell.

2. Area

Approximately 120 square metres.

3. Estimated Cost

Nil.

4. Existing Development

Block 6 is currently developed as a Boy Scout Meeting Hall and Block 12 is to be developed as doctors surgery.

5. Proposed Development

Nil.

6. Particular Planning Considerations

Provide access to Boy Scout Hall currently under lease and lease for doctors surgery on Block 12.

7. Environmental Considerations

Nil.

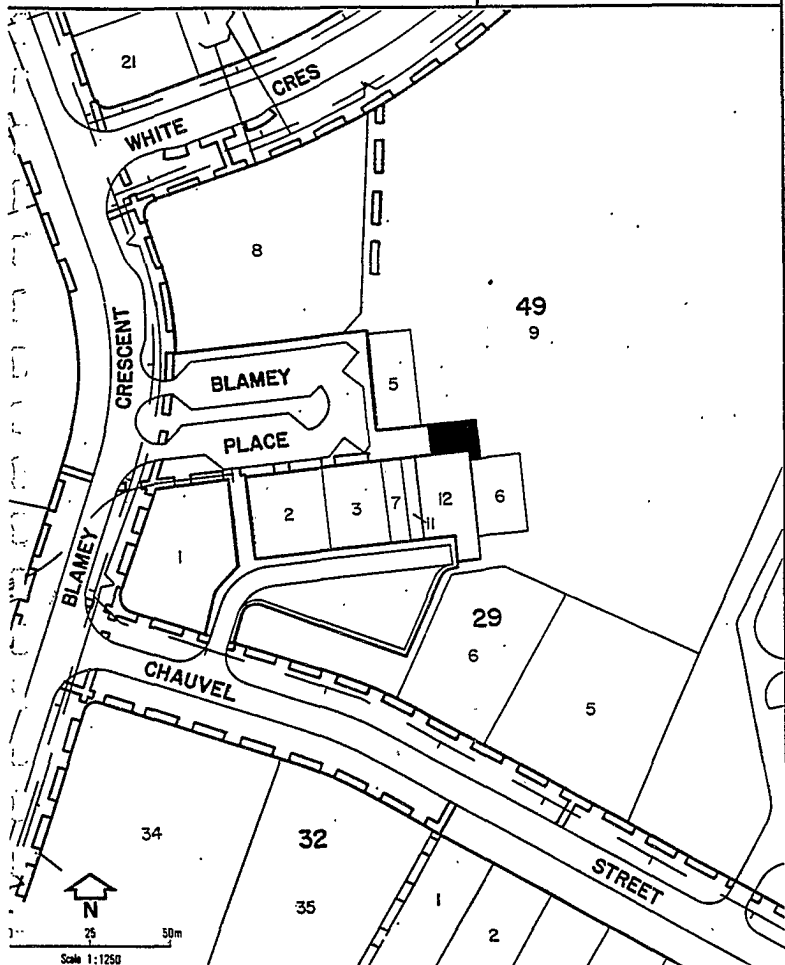
8. Public Information

The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.

# DCT

## VARIATION No. 9

40



ROAD ADDITION  
ROAD DELETION

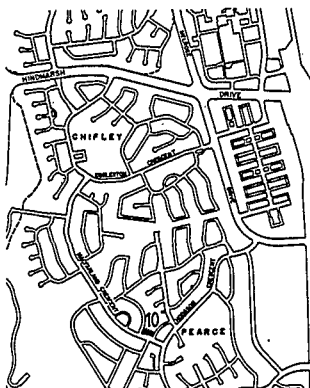


**CAMPBELL: Blamey Place - Part Road Addition**



## VARIATION 10

PEARCE: SECTION 14: Addition to the plan of a strip of Commonwealth Land of approximately 493 square metres to be incorporated in the road reservation of Macfarland Crescent, to formalise an existing access to the Freemasons Home for the Aged.



PEARCE : MACFARLAND CRESCENT - PART ROAD ADDITION

1. Purpose

Addition to the plan of a strip of Commonwealth Land to provide access to part of an existing development.

2. Area

Approximately 493 square metres.

3. Estimated Cost

Nil.

4. Existing Development

Section 14 has been developed for the provision of aged people's units.

5. Proposed Development

Nil.

6. Particular Planning Considerations

It is proposed that the area be incorporated in the road reservation of MacFarland Crescent, to formalise an existing access to the Freemasons Home for the Aged.

7. Environmental Considerations

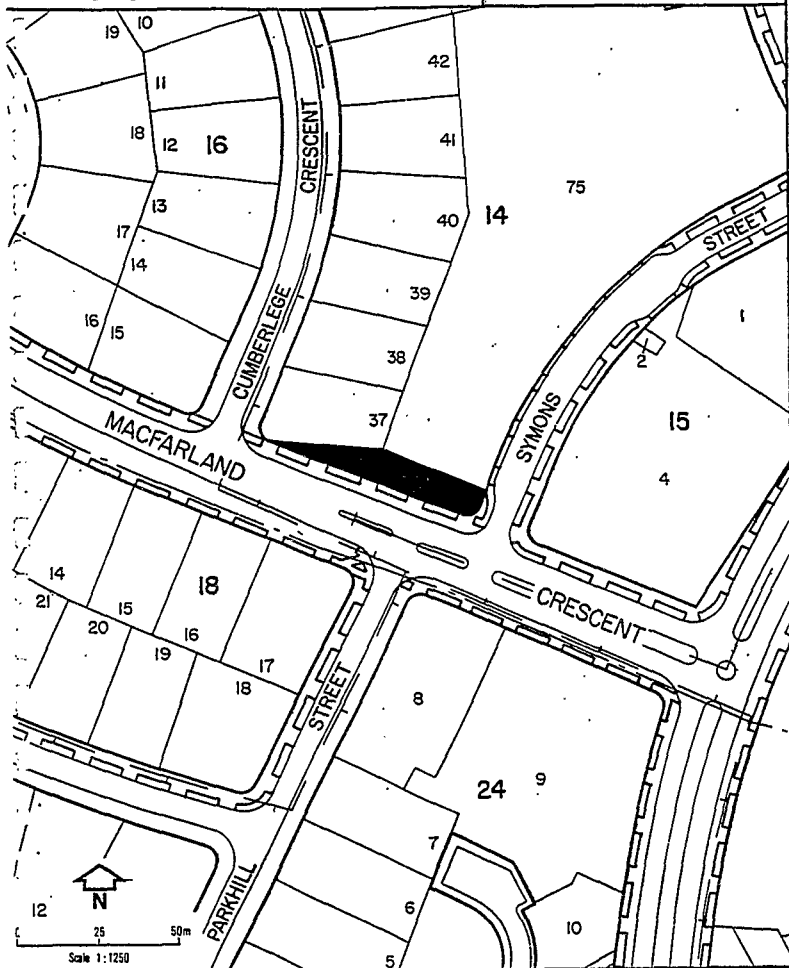
Nil.

8. Public Information

The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.

# DCT

## VARIATION No. 10 <sup>43</sup>



ROAD ADDITION  
ROAD DELETION



**PEARCE:** Macfarland Crescent — Part Road Addition.

## VARIATION 11

PHILLIP: SECTION 11: Deletion from the plan of approximately 80 square metres of the Furzer Street road reservation to enable the land to be incorporated within the property line of Block 1 Section 9 Phillip. Currently, the in-ground petrol tanks and petrol dispenser associated with the Commonwealth vehicle storage facility lie outside the property line and within the Furzer Street reservation. The proposed variation will enable the property line to be amended to incorporate the tanks and dispenser and ensure compliance with the S.A.A. Flammable and Combustible Liquids Code and Dispenser Zone Regulations.



PHILLIP : FURZER STREET - PART ROAD DELETION

1. Purpose

To remove from the plan a section of road reservation in Furzer Street Phillip to enable the land to be incorporated within the property line of Block 1 Section 9 Phillip.

2. Area

Approximately 80 square metres.

3. Estimated Cost

Nil.

4. Existing Development

Block 1 Section 9 Phillip has been developed for surface car parking. A below-ground vehicle storage facility of the Department of Housing and Construction, with access from Furzer Street, is located at the northern end of the block.

5. Proposed Development

Nil.

6. Particular Planning Considerations

In-ground petrol tanks and a petrol dispenser associated with the vehicle storage facility presently lie outside the property line and within the Furzer Street reservation. The proposed variation will enable the property line to be amended to incorporate the tanks and dispenser and ensure compliance with the SAA Flammable and Combustible Liquids Code and Dispenser Zone Regulations.

7. Environmental Considerations

Nil.

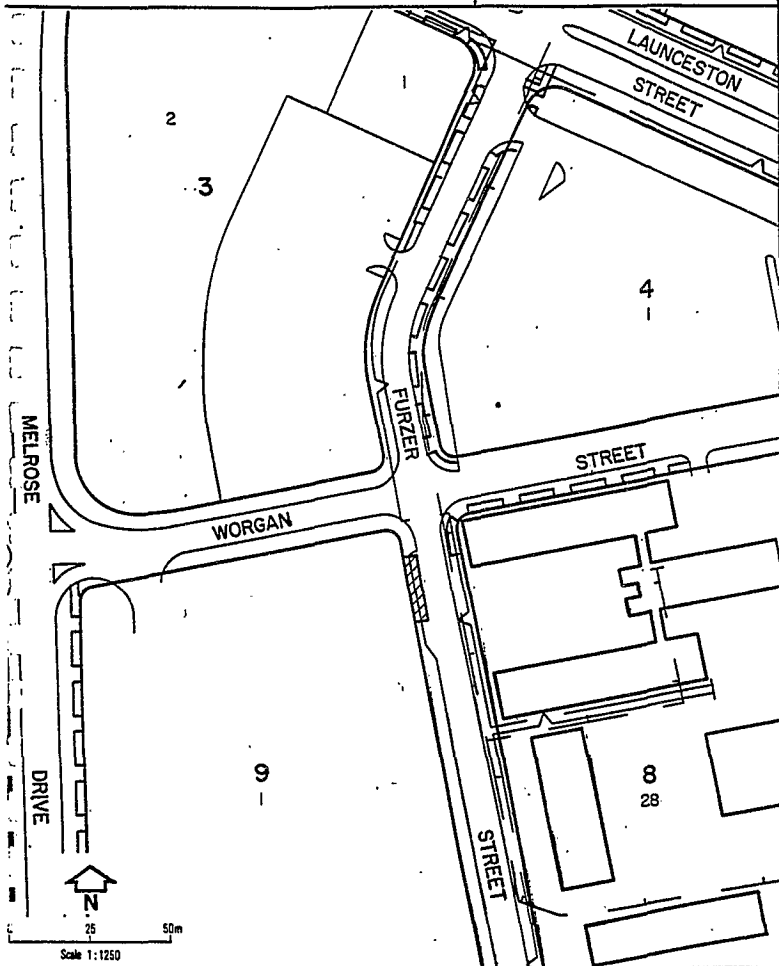
8. Public Information

The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.

# DCT

## VARIATION No. 11

46



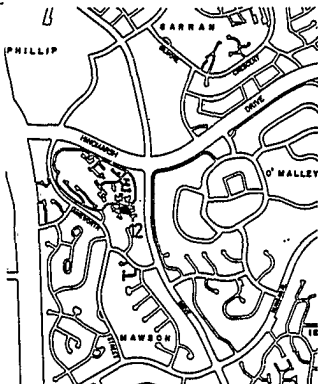
ROAD ADDITION  
ROAD DELETION



**PHILLIP: Furzer Street — Part Road Deletion**

## VARIATION 12

PHILLIP: SECTION 73: Addition to the plan of a strip of Commonwealth Land of approximately 98 square metres to be incorporated into the road reservation of Butters Drive to provide access to an existing development on Section 73.



PHILLIP : BUTTERS DRIVE - PART ROAD ADDITION

1. Purpose

Addition to the plan of a strip of Commonwealth land to provide access to part of an existing development.

2. Area

Approximately 98 square metres.

3. Estimated Cost

Nil.

4. Existing Development

Section 73 has been developed for medium density housing.

5. Proposed Development

Nil.

6. Particular Planning Considerations

It is proposed that the area be incorporated in the road reservation of Butters Drive to allow access to Unit 11. The particular planning restraint for which the area of Commonwealth land was required no longer applies.

7. Environmental Considerations

Nil.

8. Public Information

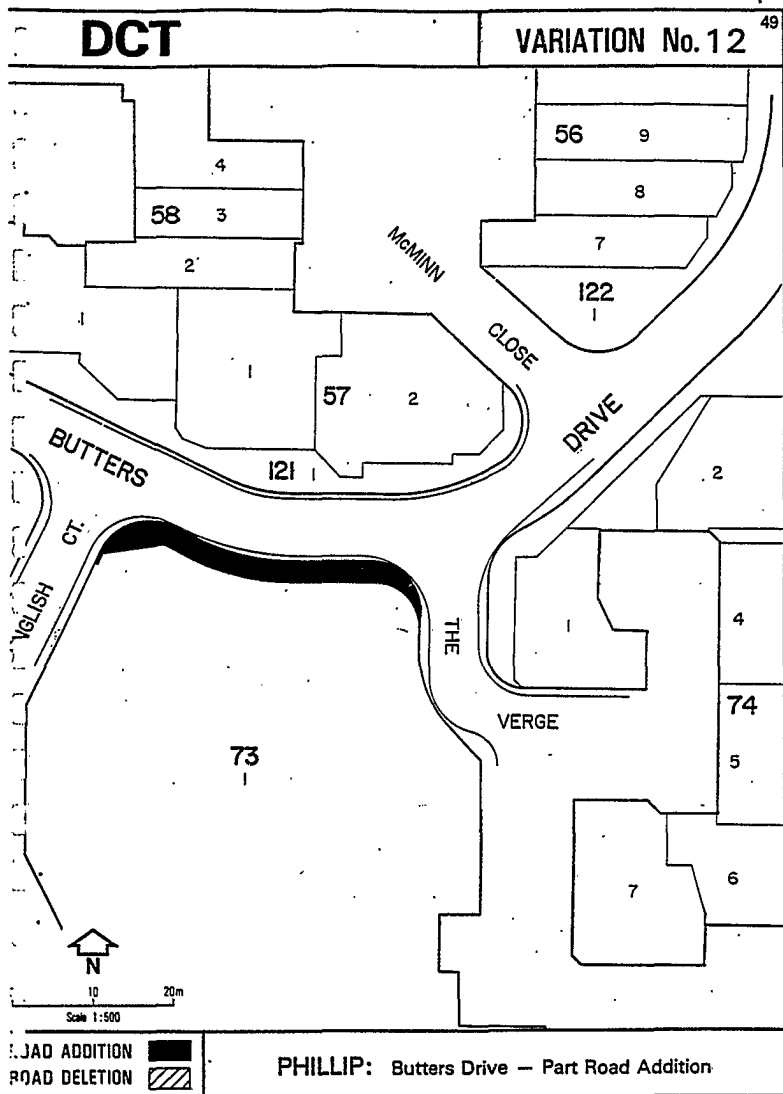
The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.



# DCT

## VARIATION No. 12

49



## VARIATION 13

NARRABUNDAH: SECTION 34: Addition to the plan of an existing access road and carpark. The gazettal will provide access to playing fields and velodrome and will enable the identification of further sites fronting the access road for clubs and sporting facilities.



NARRABUNDAH : SECTION 34 - ROAD ADDITION1. Purpose

Addition to the plan of an existing access road and car park to provide lease frontages to sites for clubs and sporting facilities.

2. Length

Approximately 510 metres.

3. Cost

Nil.

4. Existing and Adjacent Development

The road provides access to playing fields and the Velodrome.

5. Proposed Development

The ACT Homing Pigeon Club is negotiating with the Department for the lease of a site in Section 34, between the access road and Goyder Street.

6. Particular Planning Considerations

The gazettal will enable the identification of further sites fronting the access road for clubs and sporting facilities.

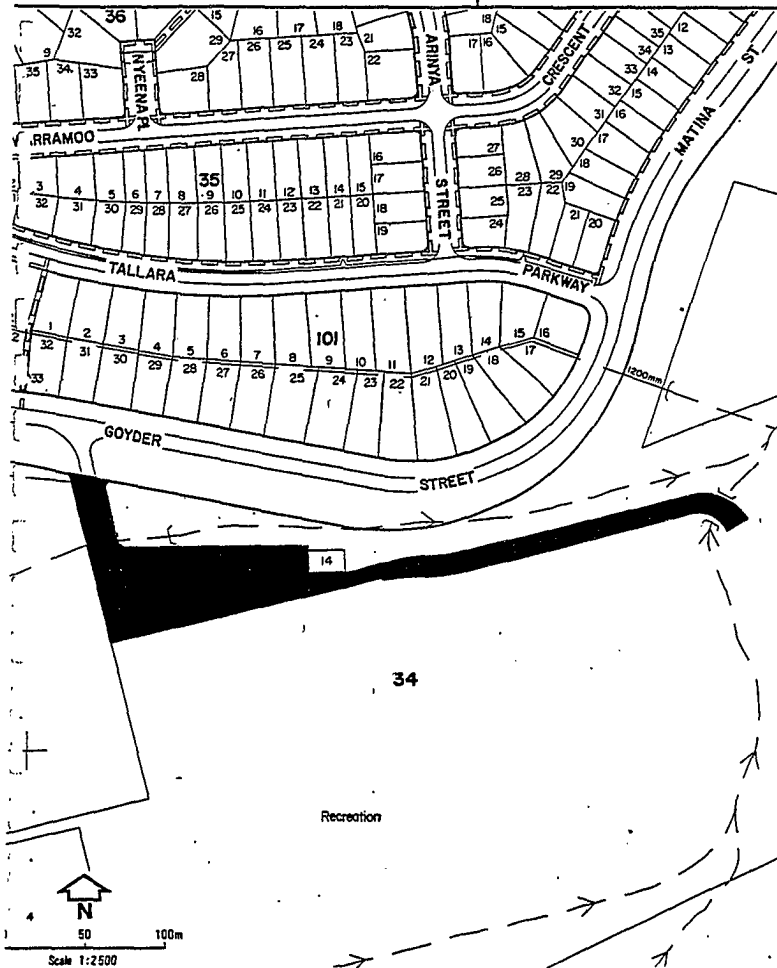
7. Public Information

The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.

# DCT

## VARIATION No. 13

52



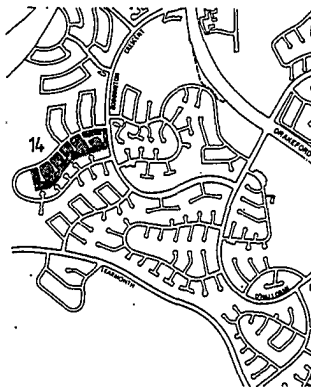
ROAD ADDITION

ROAD DELETION

### NARRABUNDAH: Section 34 - Road Addition

## VARIATION 14

KAMBAH: SECTION 197: Addition to the plan of new access roads off Crozier Circuit, to serve 43 standard housing blocks and 26 cottage blocks. The site is presently vacant and is situated adjacent to Crozier Circuit, Kambah. Boddington Crescent also abuts the site as well as existing residential development to the south.



KAMBAH : SECTION 197 - ROAD ADDITIONS

1. Purpose

Addition of new access roads off Crozier Circuit, to serve 43 standard housing blocks and 26 cottage blocks.

2. Estimated Cost

\$500,000. (To be borne by the Developer).

3. Existing and Adjacent Development

The site is presently vacant and is situated adjacent to Crozier Circuit, Kambah. Boddington Crescent also abuts the site as well as existing residential development to the south (Sections 140-144, 171).

4. Proposed Development

The plan proposes 43 standard housing blocks and 26 cottage blocks.

5. Particular Planning Considerations

The proposed sub-division retains an open space/landscape spine along the ridge line to the south of the site with access from each of the roads.


6. Environmental Considerations

Nil.

7. Public Information

Residents adjacent to the site have been notified of the proposal. This, together with the gazette publication and the associated exhibition of this variation, is considered to be sufficient for public information.

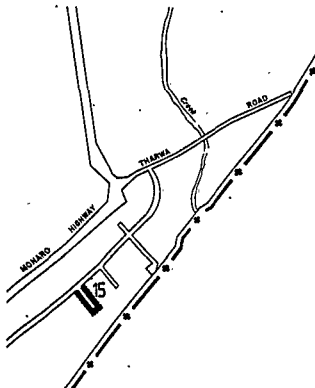


ROAD ADDITION   
 ROAD DELETION 

KAMBAH: Section 197 — Road Additions

## VARIATION 15

HUME: SECTION 4: Addition to the plan of a new access road off Sheppard Street to serve twelve new industrial sites. The area is currently vacant Commonwealth land that has been set aside for future industrial development. Existing development north of this area consists of a builders supply warehouse and a landscape supplier. Closest development on the southern side is Hill Station Homestead.





HUME : SECTION 4 - ROAD ADDITION1. Purpose

Addition of new access road off Sheppard Street to serve twelve new industrial sites.

2. Length

170 metres.

3. Estimated Cost

\$140,000.

4. Existing and Adjacent Development

The area is vacant Commonwealth land that has been set aside for future industrial development. Existing development north of this area consists of a builders supply warehouse and a landscape supplier. The closest development on the southern side (approximately 240 metres from the proposed road), is the Hill Station Homestead, presently conducted as a restaurant.

5. Proposed Development

The plan proposes 12 new industrial sites ranging in size from approximately 2400m<sup>2</sup> to 9000m<sup>2</sup>. Commission policy for this area allows for "manufacturing and other visually acceptable industries".

6. Particular Planning Considerations

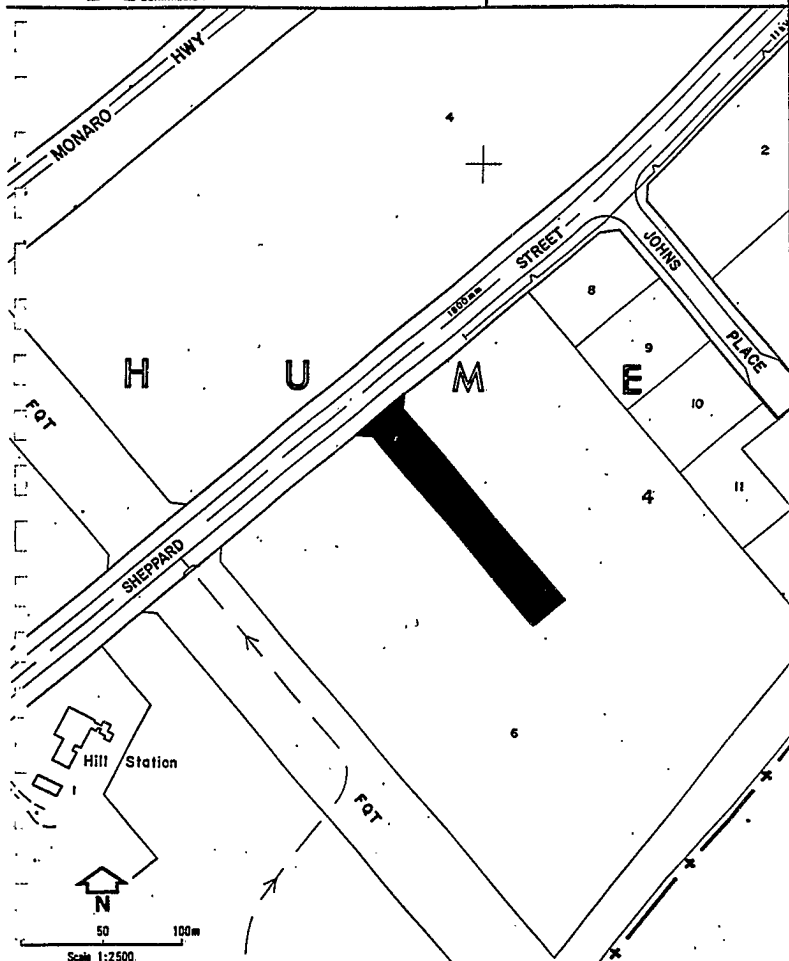
In order to encourage industries to establish in Canberra and to compete with other centres it is necessary to have serviced industrial sites available for immediate release.

7. Environmental Considerations

There are no environmental consequences in the construction of this road. There are no trees within the proposed gazetted area and the necessary environmental considerations for the industrial sites are assessed prior to issue of a lease.

8. Public Information

The Hume Industrial Estate has been defined for some years and this development is consistent with those planning intentions. The gazette publication and the associated exhibition of this variation is considered to be sufficient for public information.

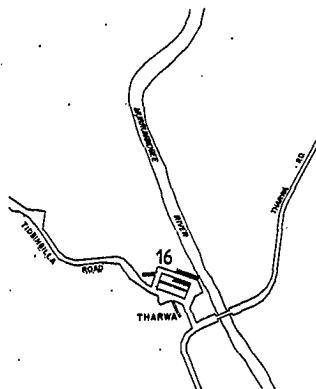


**ROAD ADDITION**  
**ROAD DELETION**

**HUME: Section 4 — Road Addition**

VARIATION 16

VILLAGE OF THARWA: SECTION 7: An addition to the plan of the extension of the Bridge Street road reservation previously provided for in the plan of the Village of Tharwa as gazetted under the New South Wales Crown Lands Act 1884.



VILLAGE OF THARWA: BRIDGE STREET - PART ROAD ADDITION1. Purpose

The extension of Bridge Street is intended to preserve a road reservation previously provided for in the plan of the Village of Tharwa as gazetted under the New South Wales Crown Lands Act 1884.

2. Length

The extension of the road reservation is approximately 120 metres.

3. Cost

Nil. It is not intended to construct the road in the near future.

4. Existing Development

Blocks 2 and 3, Section 7, Tharwa, which about the proposed extension are leased for residential purposes. Block 1 is unleased Crown Land. The addition of a lane between Union and Tharwa Streets was included in the 75th Series of Variations to ensure lease frontages for these Blocks.

5. Proposed Development

It is not intended that Bridge Street will be developed in the short term, but the possible construction of the road in the future will depend on decisions which will be made by the NCDC consequent upon the outcome of current public discussion of the Draft Policy Plan.

6. Particular Planning Considerations

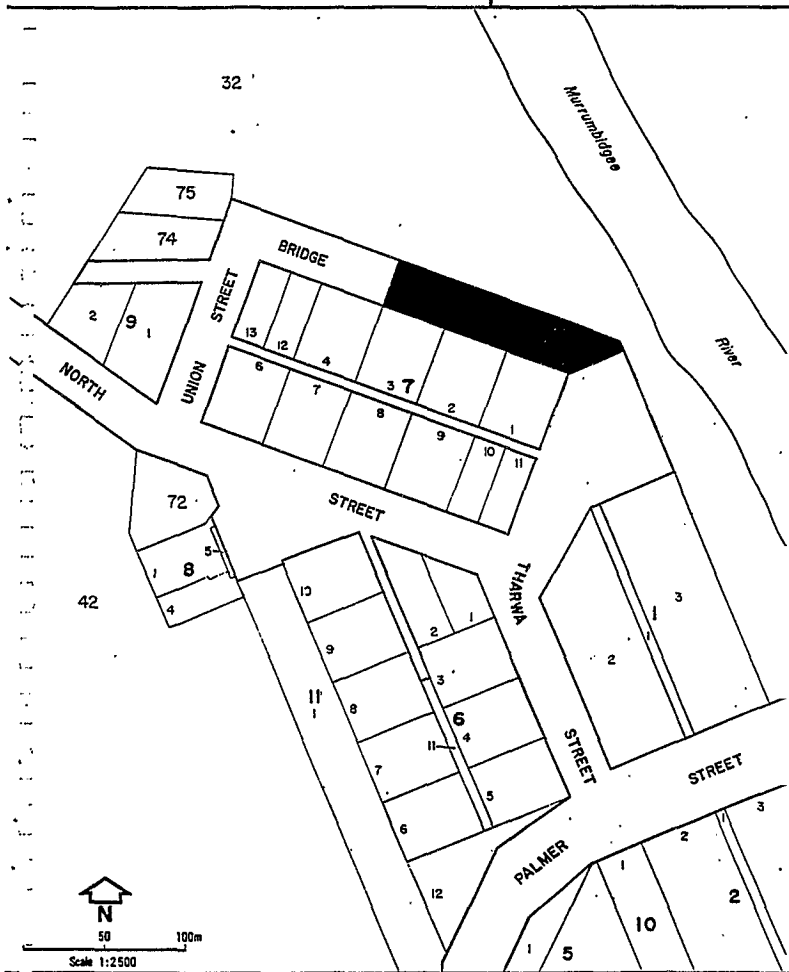
This variation is intended to preserve the road reservation which appears on the Village Plan. In order to facilitate other leasing proposals in Tharwa, action is being taken to cancel the Village Plan, and inclusion on the City Plan is proposed to preserve the historical link while the Policy Plan options are being considered.

7. Environmental Considerations

Nil.

8. Public Information

The proposal has been discussed with the affected lessees who support the variation.



ROAD ADDITION



ROAD DELETION



VILLAGE OF THARWA: Bridge Street —  
 Part Road Addition



AUSTRALIAN CAPITAL TERRITORY

*Seat of Government (Administration) Act 1910*

NOTICE OF INTENTION TO VARY THE PLAN OF LAYOUT OF THE CITY OF CANBERRA AND ITS ENVIRONS

I, WILLIAM MICHAEL HODGMAN, Minister of State for the Capital Territory, in pursuance of section 12A (1) of the *Seat of Government (Administration) Act 1910* hereby give notice of my intention to vary the plan of layout of the City of Canberra and its environs published in the *Gazette* of 19 November 1925 as previously modified or varied, in the manner and to the extent shown in the Explanatory Statement hereunder and in the attached detail maps J5, L5, L6, M5, N5 and P5 the relative positions of which are shown in the attached Index of Detail Maps.

No variation will be made before 21 days from the date of publication of this notice in the *Gazette* to enable any interested parties to lodge submissions and/or objections to any of the proposed variations indicated in this notice. All correspondence relating to these proposals must be addressed to:

The Secretary,  
Department of the Capital Territory,  
P.O. Box 158,  
Canberra City, A.C.T. 2601.

Dated this 24th day of February 1982.

MICHAEL HODGMAN  
Minister of State for the Capital Territory

*Explanatory Statement*

76th Series of Variations

Variation 1 (Detail Map P5)

Completion of the distributor road network for Florey, establishing connections with its northern, eastern and southern boundaries. Other roads have already been gazetted (in Florey West) and were proposed as part of the 75th Series (for Florey North and South).

The proposals include a reservation for a bus-only road, which extends the existing busway from Belconnen Town Centre, westward from Coulter Drive.

These primary roads provide the internal framework for the eastern part of Florey, within which, tracts of land for development by private enterprise will be defined.

This variation also includes the deletion of a former proposed carpark for a local shop.

Variation 2 (Detail Map P5)

Bruce: Section 4: Deletion of a constructed length of cycleway between Haydon Drive and College Street and addition of a replacement alignment, adjacent to Haydon Drive and College Street.

This will enable the north-east portion of Section 4, Bruce, to be developed as an Independent School.

Variation 3 (Detail Map P5)

Bruce (South) Deletion of an unconstructed cul-de-sac, Tauss Place, to provide for a change in housing types in part of the Residential Development by A. V. Jennings Industries Ltd.

Variation 4 (Detail Map P5)

Bruce (South) Widening of part of the road reservation at the end of Clews Place, Bruce, to enable the construction of a cul-de-sac turning head.

Variation 5 (Detail Map P5)

Lyneham: Deletion of a Section of the Ellenborough Street road reservation which is not required for roadworks. It is proposed that the area be incorporated in the Yowani Golf Club Lease.

Variation 6 (Detail Map N5)

Braddon: Degazettement of part of Mort Street to enable the leasing of the former vehicle testing station. It is intended to offer the building for lease and conversion as a restaurant and take-away food facility. Areas adjacent to the building are proposed to be included in the lease to provide for outdoor eating and service vehicle access.

Variation 7 (Detail Map N5)

City: Petrie Plaza: Degazettement of a small paved area in Petrie Plaza to enable a lease to be granted which would permit the re-development of the "Sunspot Kiosk".

Variation 8 (Detail Map N5)

City: Addition to the plan of a loop road located on the Western side of Commonwealth Avenue north of London Circuit to provide for a connection from Commonwealth Avenue to London Circuit. The provision of a loop road connecting the North bound carriageway of Commonwealth Avenue with London Circuit will provide much improved traffic access from southern areas to City East and provide for improved bus routing associated with the development of the City Bus Station.

Variation 9 (Detail Map N5)

Campbell: Section 49: Addition to the plan of an extension to the road reservation of Blamey Place to provide lease access to Blocks 6 and 12 Section 49 Campbell. The extension of the road reservation will provide access to a Boy Scout Hall currently under lease and lease frontage for Block 12.

## Variation 10 (Detail Map M5)

Pearce: Section 14: Addition to the plan of a strip of Commonwealth Land of approximately 493 square metres to be incorporated in the road reservation of Macfarland Crescent, to formalise an existing access to the Freemasons Home for the Aged.

## Variation 11 (Detail Map M5)

Phillip: Section 11: Deletion from the plan of approximately 80 square metres of the Furzer Street road reservation to enable the land to be incorporated within the property line of Block 1 Section 9 Phillip. Currently, the in-ground petrol tanks and petrol dispenser associated with the Commonwealth vehicle storage facility lie outside the property line and within the Furzer Street reservation. The proposed variation will enable the property line to be amended to incorporate the tanks and dispenser and ensure compliance with the S.A.A. Flammable and Combustible Liquids Code and Dispenser Zone Regulations.

## Variation 12 (Detail Map M5)

Phillip: Section 73: Addition to the plan of a strip of Commonwealth Land of approximately 98 square metres to be incorporated into the road reservation of Butters Drive to provide access to an existing development on Section 73.

## Variation 13 (Detail Map M5)

Narrabundah: Section 34: Addition to the plan of an existing access road and carpark. The gazettal will provide access to playing fields and velodrome and will enable the identification of further sites fronting the access road for clubs and sporting facilities.

## Variation 14 (Detail Map L5)

Kambah: Section 197: Addition to the plan of new access roads off Crozier Circuit, to serve 43 standard housing blocks and 26 cottage blocks. The site is presently vacant and is situated adjacent to Crozier Circuit, Kambah, Boddington Crescent also abuts the site as well as existing residential development to the south.

## Variation 15 (Detail Map L6)

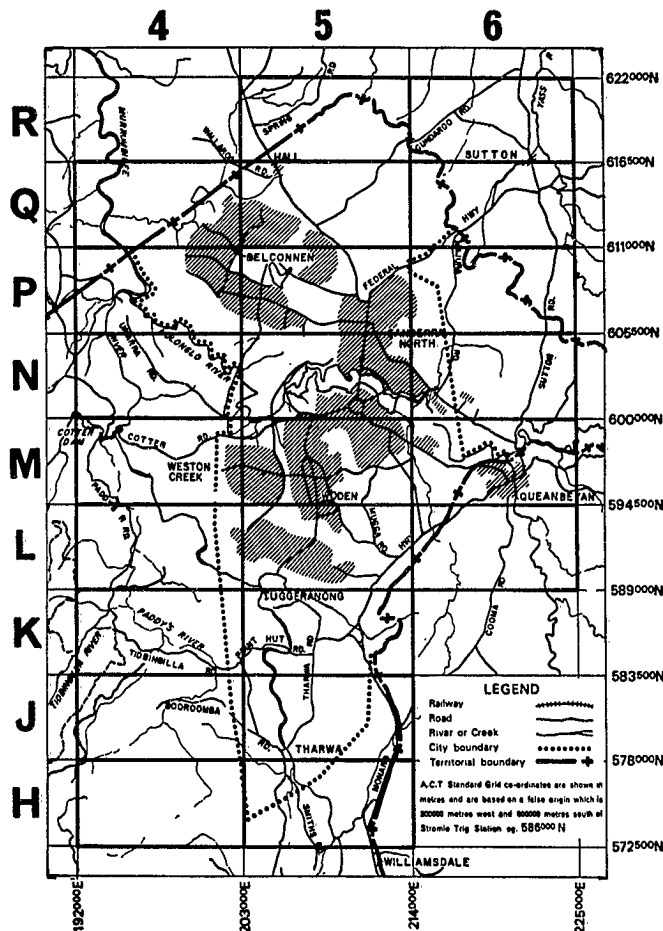
Hume: Section 4: Addition to the plan of a new access road off Sheppard Street to serve twelve new industrial sites. The area is currently vacant Commonwealth land that has been set aside for future industrial development. Existing development north of this area consists of a builders supply warehouse and a landscape supplier. Closest development on the southern side is Hill Station Homestead.

## Variation 16 (Detail Map J5)

Village of Tharwa: Section 7: An addition to the plan of the extension of the Bridge Street road reservation previously provided for in the plan of the Village of Tharwa as gazetted under the New South Wales Crown Lands Act 1884.

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 18 November 1981.

# INDEX OF DETAIL MAPS INCORPORATING THE CITY PLAN



SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP P5

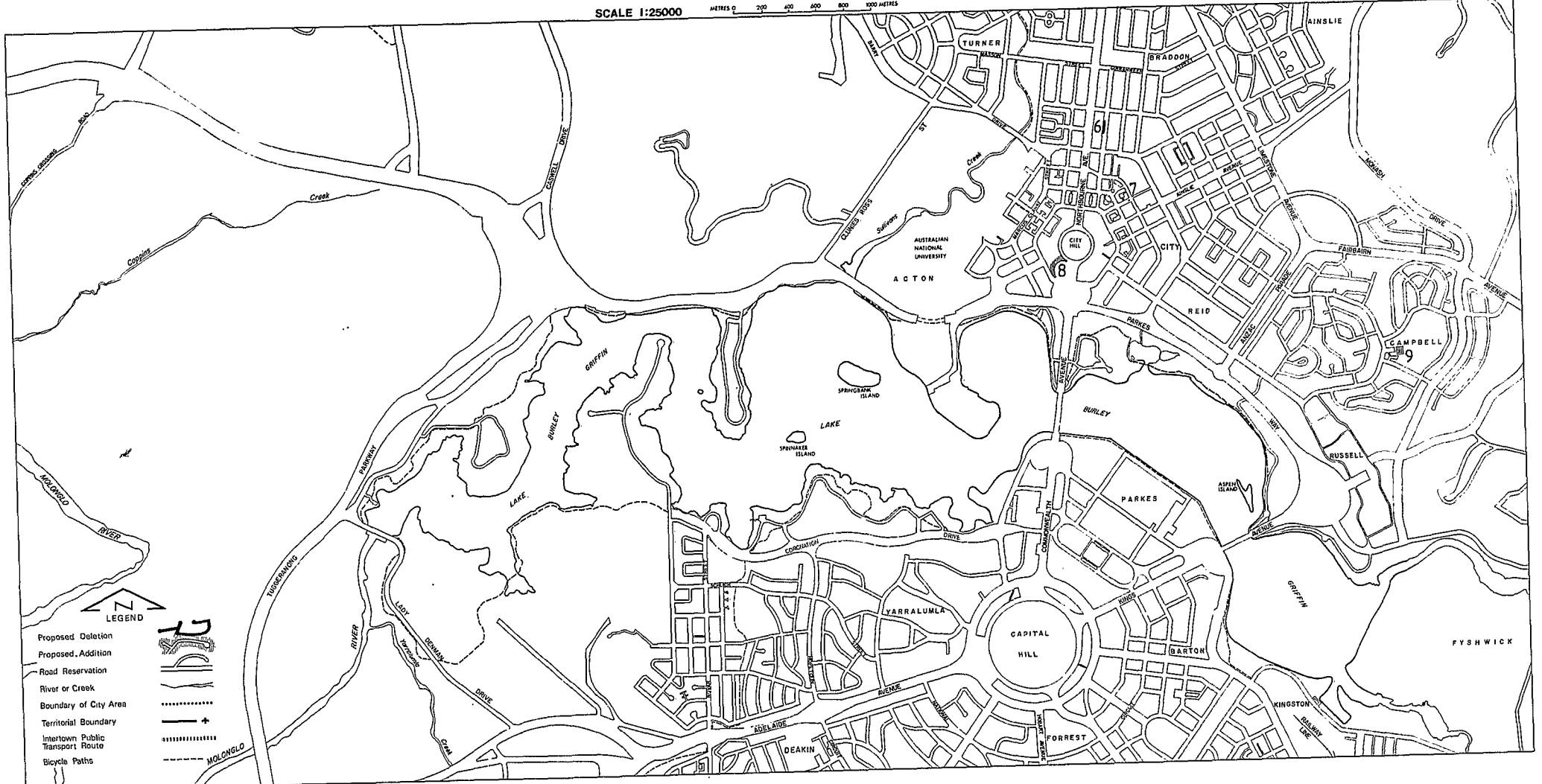


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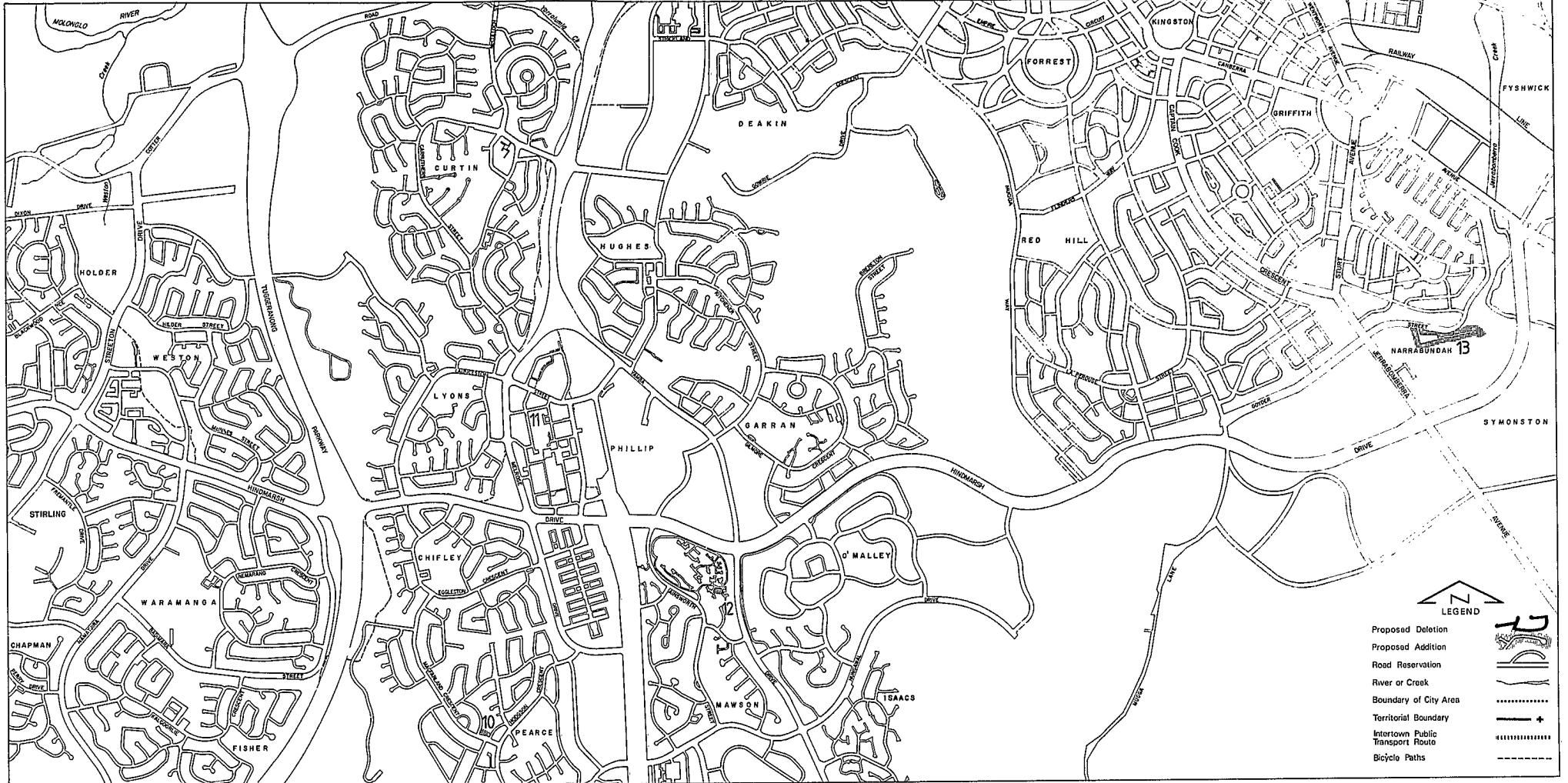
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- Proposed Deletion
- Proposed Addition
- Road Reservation
- River or Creek
- Boundary of City Area
- Territorial Boundary
- Intertown Public Transport Route
- Bicycle Paths

SCALE 1:25000

METRES 0 200 400 600 800 1000 METRES

MAP 15



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

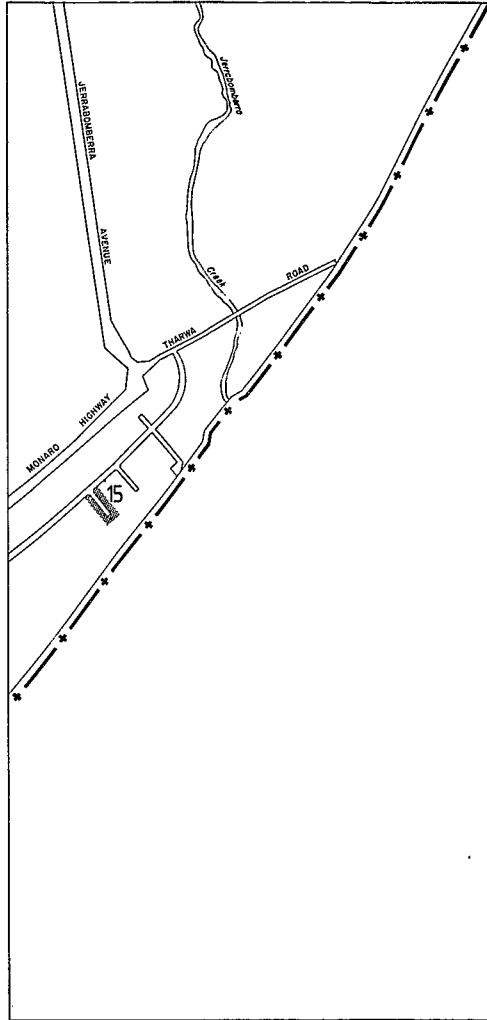


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MAP 16



- Proposed Deletion
- Proposed Addition
- Road Reservation
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LEGEND

- Proposed Deletion
- Proposed Addition
- Road Reservation
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- Territorial Boundary
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AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY



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REPORT NO. 31  
OF THE  
STANDING COMMITTEE ON  
FINANCE

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VARIATIONS TO THE CANBERRA CITY PLAN (76th SERIES)

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MARCH 1982

PERSONNEL OF THE COMMITTEE

CHAIRMAN

MR WHALAN

MRS GRANT

MS. HORDER

MR LEEDMAN

MS WALMSLEY

CLERK TO

THE COMMITTEE

MR RUMERY

#### INTRODUCTION-

1. The Standing Committee on Finance has considered the 16 Variations to the City Plan of Canberra contained in the 76th Series advertised in Commonwealth Gazette No. S32 of 25 February 1982.
2. In its examination, the Committee noted that, in the main, the variations proposed only minor changes to the City Plan with the exception of Variations 14 and 15. Variation 14 seeks to add new access roads off Crozier Circuit, Kambah, to service 43 standard housing blocks and 26 cottage blocks on vacant land on the southern side of Crozier Circuit. Variation 15 seeks the addition of a new access road off Sheppard Street, Hume, to service 12 new industrial sites at the Hume Industrial Estate.

#### COMMITTEE INQUIRY

3. During its examination of the proposed Variation 14, the Committee sought information from the Crozier Circuit Kambah Residents' Association, a community group which has been formed to prepare, on behalf of residents in the general area, a case against the proposed development contained in Variation 14. The Committee also met with representatives of the Association at a meeting on Tuesday 9 March 1982. Arising from that meeting, an inspection of the Crozier Circuit site was conducted on Friday 12 March 1982.

#### PROPOSED VARIATION 14

4. The Crozier Circuit Residents' Association was mainly concerned about the type of residential development planned for the site, as well as road access to some of the blocks at the western end. It is also concerned about potential traffic hazards in Crozier Circuit, and the likely clash of aesthetic qualities in Boddington Circuit if the proposed timber paling fence is constructed along the length of the site facing Boddington Circuit.



5. On 16 March 1982, the Committee discussed with officers of the National Capital Development Commission all of the variations and, in particular, some of the Crozier Circuit residents' complaints. The Committee was advised that the site had been reserved for medium density housing and that it would comprise a mix of government housing and private enterprise development - a total of 43 standard housing blocks, of which 16 would be government houses, and 26 cottage blocks, 10 of which would be for government dwellings. A part of the residents' concern related to the mix of government dwellings in the proposed development of the site.
6. The Committee raised with the NCDC the question of a standard setting out an accepted desirable mix of government housing in private enterprise residential development. The Commission indicated that, although no such standard had been determined, a mix of between 30 to 35 per cent of government to private development was a reasonable aim.
7. The Committee subsequently met with the Commissioner of Housing on Thursday 18 March 1982 to further discuss this point. The Commissioner indicated that, although the Department of the Capital Territory also had no standard, a mix of approximately 20 to 25 per cent was a good aim. The Commissioner considered that future government housing should be located as near as possible to essential services, such as shopping centres and bus routes. He pointed out that the current guidelines for eligibility for government housing meant that future tenants would often be low income families of which a high proportion would be in receipt of rental rebates. Currently, approximately 47 per cent of tenants of government housing in Canberra were receiving rental rebates.
8. Since virtually all future allocations of government housing will be to low income families, the Committee agreed that the location and type of housing provided should be carefully considered. The Committee was informed that there was some evidence that because of their financial situations, some low income tenants were unable to maintain their grounds to the same standards of those prevailing in their area. In this connection, the Commissioner for Housing advised that consideration was being given to providing some landscaping materials (e.g. grass seed, trees and shrubs, and top soil) to low income families to assist them in the establishment of quality landscaping for new houses. The Committee saw much merit in such a proposal.

9. The Committee considered that in the mix of the two types of housing, it was essential to ensure an acceptable standard. In this context, the Committee believes that some of the arguments put forward by the Crozier Circuit residents could be met by measures requiring that an appropriate standard of government housing landscaping is provided, together with access adjustments, and the reversal of the siting of some of the proposed houses so that these front on to Boddington Circuit, rather than back on to it.

#### PROPOSED VARIATION NO. 15

10. The Committee noted that the proposed access road off Sheppard Street, Hume, would have the effect of bringing industrial development to within a close range of Hill Station, one of the few still-working historic homesteads in the ACT. This would have a detrimental effect on the Station's tourist potential.
11. The Committee felt that the listed, historic importance of Hill Station had not been sufficiently emphasised in the NCDC's explanatory memorandum relating to the proposed road development, and that the visual pollution aspects of the variation required further consideration.
12. It was the Committee's opinion that, given the large amount of serviced industrial land currently available in other areas of the City (e.g. Fyshwick, Mitchell), it did not seem essential to immediately proceed with this variation. The Committee was of the view that the proposed road should be deferred, and that this particular part of the industrial area should be amongst the last of such areas to be developed, and that, in the meantime, extensive tree screen-planting should be undertaken. Eventually, when it became necessary to utilise the land for industrial purposes, the screening would have matured sufficiently to preserve and enhance the visual outlook and amenity for Hill Station.

## RECOMMENDATIONS

## 13. The Committee recommends:

## (1) That Variation No. 14 be approved, subject to -

- (a) full assurances from the National Capital Development Commission and the Department of the Capital Territory that the building contract for the proposed government housing will provide for an appropriate level of landscaping;
- (b) re-siting the access-culs-de-sac off Crozier Circuit so that they are not opposite driveways;
- (c) the addition of a cul-de-sac at the western end of the development so as to provide access to blocks from the rear; and
- (d) reversing the siting of the proposed houses so that they front on to Boddington Circuit;

## (2) That Variation No. 15 be not proceeded with until such time as tree screen-planting has matured sufficiently so as to protect and enhance the visual outlook and amenity of Hill Station; and

## (3) That the recommendations and the report be transmitted by Message to the Minister.

23 March 1982

J W LEEDMAN