



DEPARTMENT OF THE SENATE	
PAPER No.	1719
DATE PRESENTED	- 3 NOV 1983
<i>John Curran</i>	
Clerk of the Senate	

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

EIGHTY-FIRST SERIES

NOVEMBER 1983

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JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY
TERMS OF REFERENCE.

That a joint committee be appointed to inquire into and report on:

- (a) all proposals for modification or variations of the plan of layout of the City of Canberra and its environs published in the Commonwealth of Australia Gazette on 19 November 1925, as previously modified or varied, which are referred to the committee by the Minister for Territories and Local Government, and
- (b) such matters relating to the Australian Capital Territory as may be referred to it by -
 - (i) resolution of either House of the Parliament, or
 - (ii) the Minister for Territories and Local Government.

MEMBERSHIP OF THE COMMITTEE

Chairman: Mr K.L. Fry, MP
Deputy Chairman: Senator M.E. Reid
Members: Senator P.J. Giles
Senator M.E. Lajovic
Senator M. Reynolds
Mr C. Hollis, MP
Mrs R.J. Kelly, MP
Mr P.J. McGauran, MP
Mr P.M. Ruddock, MP
Mr J.H. Snow, MP
Secretary: Mr A.J. Kelly

RECOMMENDATIONS:

The Committee approves the variations contained in the 81st Series of Variations, except Variation 19.

(Variation 19 concerns the village of Tharwa, the Committee has agreed to defer examination of this Variation to allow the completion of further studies.)

The Committee approves Variation 3, but is concerned that the duplication of the NSW section of the Federal Highway may not be completed before 1988. The Committee therefore recommends that the Federal Minister for Transport confer with the New South Wales Government to endeavour to have the duplication of this major access road to Canberra completed for the Bicentenary.

Introduction

1. In the Commonwealth of Australia Gazette, 22 August 1983, the Minister for Territories and Local Government, the Hon. T. Uren, MP, 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 Territories and Local Government 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 Territories and Local Government (DTLG) advertised the variations in The Canberra Times on 27 and 31 August 1983 and 3 September 1983. Displays showing the proposals were arranged by DTLG at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library, the Erindale Centre, Wanniassa and a display relating to the proposed variation in Tharwa was placed in Jeffrey's Store, Tharwa.

3. On 18 August 1983, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposals and designated the 81st Series of Variations, 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 10 October 1983. Six witnesses appearing as individuals and representing four 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 the citizens of the ACT and invited a representative from the Assembly to provide comments on the proposed variations at the public hearing. Mr P. Vallee, MHA, addressed the Committee on the variations.

6. The Committee was provided with the report from the ACT House of Assembly Standing Committee on Planning and Development on the 81st Series of Variations to the City Plan, prior to the public hearing on the variations. The Report approved all items in the Series. This report is at Appendix III.

7. The National Capital Development Commission and the DTLG supplied jointly prepared briefing notes which set out the background to the variations. These briefing notes, with the exception of those for Variation 19 which has been deferred, 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 \$7m. It should be noted, however, that variations 1, 5, 8, 9, 10, 11, 13, 14, 15 and 17 have no cost to the Commonwealth.

8. The NCDC advised the Committee that further investigation is required on Variation 19 at Tharwa. The Commission in finalising a Policy Plan for the village, has undertaken several studies into the impact of additional development in Tharwa and in particular, the adequacy of water supply and sewerage. Five objections were received to Variation 19.

9. The Committee was informed that work done by the Commission in consultation with the Capital Territory Health Commission has indicated the need for a more detailed examination of the question of services. The Commission advised that the studies will be completed for presentation to the Committee in the autumn 1984 series of variations. The NCDC's letter asking for this item to be withdrawn is at Appendix V.

10. The Committee has agreed to defer examination of this item until a later date. The briefing notes and objections will be incorporated in the Report of that later series.

81ST SERIES

Variation 1 - Melba, Section 65

11. This variation provides for an addition to the City Plan of an existing road to enable a site to be leased to the Melba Tennis Club.

12. The Committee was informed that a policy on the leasing of all tennis court facilities to their user facilities had recently been approved. See Appendix VI.

13. Approval of this proposal allows for the gazettal of an existing access road to the Melba Tennis Court and other sporting and recreational facilities in Section 26, Melba.

14. The Committee approves the variation.

Variation 2 - McKellar, Section 71

15. The purpose of this proposal is to provide for the addition to the City Plan of residential access roads and the deletion of part of a previously gazetted, but not yet constructed, road to permit the development of approximately 16 hectares of vacant land within the suburb of McKellar. The cost of land servicing including road construction is estimated to be \$1m.

16. The site is no longer required for educational purposes as was originally intended and will provide approximately 88 new housing sites. The remainder of the site is to be reserved for clubs, community uses or sports grounds.

17. The Committee was told by the NCDC that, while the area is low-lying, drainage of the site would be provided to allow the establishment of roads and housing.

18. The NCDC assured the Committee that by introducing appropriate development and drainage patterns, the water table of this site would be dropped, so that there would be no difficulties such as wet foundations or unusual problems in the houses constructed.

19. An objection to this proposal has been received from the organisation 'Action for Public Transport'. This organisation questions the proposal for building detached housing and claims the site is ideally suited to higher housing densities since it is relatively close to Belconnen Town Centre and recreational areas. The organisation argues that medium density housing has cheaper development costs, and makes the use of public transport more economical.

20. While the site may be close to Lake Ginninderra, it is not close enough to Belconnen Town Centre to necessitate medium density housing. During the Inquiry, NCDC informed the Committee that the proportion of medium density housing built in Canberra compared favourably with post-war medium density housing trends in Melbourne and Sydney.

21. The Committee was informed that at present there is a greater proportion of smaller family units and single persons occupying medium density areas. The overall occupancy rates in these areas are currently relatively low and car ownership is high. Hence the overall occupancy rates of medium density areas, as they exist now, do not differ greatly from other suburban areas. However, in the long term this trend may well change.

22. The roadwork is designed to discourage through traffic using the residential roads.

23. The Committee approves the variation.

Variation 3 - Federal Highway, Watson to ACT/NSW Border

24. The purpose of this proposal is to allow the addition to the road reservations to a sufficient width to permit the duplication of the Federal Highway between Wells Station Road and the ACT/NSW border in the following ways:

- from Watson to Bendora - duplication is to take place on the western side of and parallel to the existing road;
- from Bendora to a point some 400m south of Majura Road - the second carriageway is to be located to the east, retaining the existing highway as it descends the escarpment;
- from Majura Road to the border - a new carriageway has been located to the north west of the existing road forming the outbound carriageway.

25. The total length of the proposed roads is 5.2km, at an estimated cost of \$4.5m.

26. The Committee was told that the mature stands of eucalypts at the border will be retained and the dramatic topographical character and scenic potential of the escarpment section exploited. It is proposed to locate a viewing and tourist information layby in the escarpment section. The memorial gardens along the route will also be preserved. NCDC told the Committee that, for the most part, the avenue of mature eucalypts along this section of the Highway will be preserved. Some trees will have to be removed to allow openings for intersections and for changes to the carriageway alignment.

27. The NCDC has indicated that with the development of Gungahlin, provision will be made for direct access roads, including traffic lights, to the Federal Highway.

28. The intention is to complete the construction of these works for the Bicentenary celebrations in 1988. The New Parliament House will be opened early in that year and a large influx of visitors is expected for the opening and for a considerable period after the opening.

29. During the Inquiry, the Committee was informed that on present indications the duplication of the NSW section of the Federal Highway will not be completed before 1988. The Committee finds this disappointing and therefore recommends that the Federal Minister for Transport confer with the New South Wales Government to endeavour to have the duplication of this major access road to Canberra completed for the Bicentenary.

30. No objections to the proposal were received.

31. The Committee approves the variation.

Variation 4 - Holt, Section 19

32. This variation concerns the addition to the City Plan of a road which will provide access to the proposed construction of government housing close to the Holt shopping centre completing development in the area, and complementing the 14 aged persons units currently under construction to the south of the site.

33. The total length of the proposed road is 120m, and the land servicing cost, including road construction and underground power, is estimated at \$111,000.

34. No objections to the proposal were received.

35. The Committee approves the variation.

Variation 5 - Higgins, Blakeley Place

36. This variation concerns the deletion of a previously gazetted and unconstructed road to enable the development of 14 aged persons units on Section 12, Higgins. The site is currently vacant and has been used as a bus terminus until the interchange at Belconnen Town Centre came in use.

37. There is no cost involved. The site is ideally suited for aged persons units as it is close to shopping facilities and public transport.

38. No objections to the proposal were received.

39. The Committee approves the variation.

Variation 6 - Hawker, Section 33

40. This proposal is to provide an addition to the City Plan of a road which will provide access to shops located within Block 15, which currently have no legal vehicular access. Cars are currently driven across undeveloped land to park in front of these shops.

41. Provision of this road will also allow development of the vacant land to its north. The road and small carpark together with associated landscaping is expected to improve the appearance of this part of the Hawker Shopping Centre. NCDC has recently released a draft Development Plan for the Hawker Shopping Centre.

42. The length of the proposed road to be constructed is approximately 90m, at an estimated cost of \$33,000.

43. No objections to the proposal were received.

44. The Committee approves the variation.

Variation 7 - Page, Section 11

45. This variation concerns an addition to the City Plan of a road which will provide access for a government housing development comprising 11 aged persons units, 8 townhouses and 4 cottages on Section 11. The site is a comfortable walk through open space areas to the Page shops.

46. The cost of land servicing, including the road construction, is estimated to be \$110,000.

47. No objections to the proposal were received.

48. The Committee approves the variation.

Variation 8 - Macquarie, Section 52

49. This variation, like Variation 1, regularises an existing access road to a tennis court in Macquarie so as to enable the leasing of a site to the Belconnen Tennis Club.

50. During the inquiry, the Committee was told that residents in the area, have a problem with noise generated by the nearby swimming pool complex. The Committee again draws the attention of the Parliament to the fact that there is still no legislation in existence in the ACT dealing specifically with noise pollution.

51. The road provides access to the Belconnen Tennis Courts and other recreational and sporting facilities. There is no cost involved and no objections have been received.

52. The Committee approves the variation.

Variation 9 - Kaleen, Section 117, Block 5

53. This variation like Variations 1 and 8, proposes the gazettal of an existing access road to a tennis court and to an open recreation and sporting area.

54. No costs are involved and no objections have been received.

55. The Committee approves the variation.

Variation 10 - Kaleen, Section 117, Block 4

56. Again this variation proposes the gazettal of an existing access road to allow for possible leasing of facilities to community organisations.

57. During the Inquiry, DTLG informed the Committee that there were no plans for leasing at this time.

58. No costs are involved and no objections have been received.

59. The Committee approves the variation.

Variation 11 - Hackett, Section 12

60. Again this variation proposes the gazettal of an existing access road to enable the leasing of a site to the Girl Guides Association.

61. The road and carpark provide access from Madigan Street to a sports ground and community hall.

62. The community hall is currently occupied by the Girl Guides Association and will be leased to the Association for a twenty-year term.

63. No costs are involved and no objections have been received.

64. The Committee approves the variation.

Variation 12 - Acton, Garryowen Drive

65. This proposal involves the modification of the road reservation of Garryowen Drive to enable the provision of further facilities and to minimise the impact of traffic on the Black Mountain Peninsula. A series of culs-de-sac will replace the existing perimeter road, allowing good access but discouraging through traffic and excessive speed.

66. Garryowen Drive, constructed during the 1960s, is a loop road around the periphery of the Black Mountain Peninsula. It encloses a large area of land which is being increasingly used by the public for recreation. In response to concerns expressed by the community about safety, particularly of children, the Department of Territories and Local Government effected a temporary road closure of part of the loop in May 1981. This temporary closure allows free safe movement, particularly by children, between recreation areas and the foreshore and has been accepted by the public without complaint. The variation proposes to make this arrangement permanent.

67. The total cost of the road changes and additional parking areas is \$0.1m.

68. During the inquiry, the Committee was told that existing facilities would be extended.

69. No objections have been received.

70. The Committee approves the variation.

Variation 13 - Hughes, Section 54

71. This variation proposes gazettal of an existing access road to allow the leasing of a site to the North Woden Tennis Club. The road provides access to the Hughes Tennis Courts.

72. There is no cost involved and no objections were received.

73. The Committee approves the variation.

Variation 14 - Griffith, Section 78

74. This variation proposes gazettal of an existing road to enable the leasing of a site to the Throsby Tennis Club.

75. The road provides access to the Throsby Tennis Courts, a City Parks Depot and a play centre.

76. There is no cost involved and no objections were received.

77. The Committee approves the variation.

Variation 15 - Wanniasa, Section 292

78. This variation provides for part of an existing bus turning circle, which provides access to St Anthony's Primary School, Wanniasa, to be incorporated in the City Plan. The part to be incorporated includes two bridges over a floodway reservation. The remainder of the bus turn around facility will remain within the school site and responsibility for ongoing maintenance of that section will rest with the school.

79. There is no cost involved and no objections were received.

80. The Committee approves the variation.

Variation 16 - Wanniasa, Section 277

81. The proposed variation provides for the addition to the City Plan of a road which will permit residential subdivision of Section 277 on the corner of Langdon Avenue and Sternberg Crescent.

82. The site is adjacent to the Erindale Centre and was originally intended for courtyard houses, but negative community reaction has resulted in the Commission changing its proposals. The proposed variation will provide an access road for a group of 30 courtyard and cottage blocks as well as a site for aged persons units.

83. The Committee was informed that there is an underpass for pedestrians and cyclists under Sternberg Crescent between the aged persons units and the Erindale Centre.

84. The cost of the land servicing, including road construction for the proposal, is estimated to be \$252,000.

85. No objections have been received.

86. The Committee approves the variation.

Variation 17 - Gowrie, Section 280

87. This variation provides for the addition to the City Plan of a carpark to permit the release of a future development site. The carpark is being constructed as part of a new retail development. The existing carparking area was designed to serve a smaller centre. However, the Gowrie shopping centre was expanded at the design stage from 400m² to 700m² and additional carparking spaces are required.

88. The Committee was informed that previous proposals identified the site for a smaller centre of about 400 to 450m², akin to the Local Activity Centres in Kambah and Wanniasa. However, NCDC assessments have indicated that Local Activity Centres have not fully met the retail and community objectives envisaged for their development. The community elements have in most cases not been provided, and the supermarket element has generally been found to be too small to adequately meet a range of local convenience shopping needs, and the operational requirements of the main supermarket chains.

89. The Committee was advised that, in future Tuggeranong development, the NCDC will generally revert to the previous Neighbourhood Centre model, i.e. a supermarket and four or more support shops. Gowrie was expanded to 700m² to meet this objective. Because the existing carparking area had been designed to serve a smaller centre, the conditions of development approval required the lessee to provide additional carparking spaces on Commonwealth land in accordance with Commission plans, standards and specifications. These works are required to be handed back to the Commonwealth prior to the opening of the retail centre.

90. The variation will not involve the Commonwealth in any costs as the carpark is to be constructed by the lessee of the retail centre.

91. No objections have been received.

92. The Committee approves the variation.

Variation 18 - Calwell East

93. This variation is to provide an addition to the City Plan of several access roads to permit development of some 190 standard housing sites on approximately 16 hectares of land set aside in the earlier planning of the suburb for medium density housing.

94. The variation will involve the realignment of Were Street as a more direct route serving the suburb of Theodore and the downgrading of the proposed Tharwa Arterial Road to an internal distributor road. Land not required for the arterial road is to be included in the residential suburbs of Calwell and Theodore.

95. The Committee was informed that the proposed road network is designed to provide a direct access to Central Tuggeranong from Calwell East and Theodore. There will be no direct access for vehicles from Were Street to the residential blocks fronting it.

96. Section 796 contains an historic church building which is to be retained.

97. The estimated cost of this variation is approximately \$460,000 for the residential roads and \$470,000 for Were Street.

98. No objections have been received.

99. The Committee approves the variation.

Variation 19 - Village of Tharwa

100. The Committee agreed to the request of NCDC that this item be deferred to allow further studies to be made.

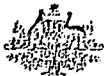
(See Appendix V.)



(M.E. REID)

Acting Chairman

1 November 1983



MINISTER FOR TERRITORIES AND LOCAL GOVERNMENT
AND MINISTER ASSISTING THE PRIME MINISTER FOR
COMMUNITY DEVELOPMENT AND REGIONAL AFFAIRS

PARLIAMENT HOUSE
CANBERRA, A.C.T. 2600

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

18 AUG 1983

Ken
Dear Colleague

On 22 August 1983, notice of my intention to vary the plan of layout of the City of Canberra and its environs, representing the 81st 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.

Nineteen variations to the plan are included in this series. In accordance with normal procedures 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 fraternally

Tom Uren
TOM UREN
Minister for Territories
and Local Government

PARLIAMENTARY JOINT COMMITTEE ON THE
AUSTRALIAN CAPITAL TERRITORY

List of Witnesses

ACT House of Assembly

Mr P. Vallee, Chairman, Standing Committee on Planning and
Development

National Capital Development Commission

Mr G.J. Campbell, Chief Planner
Mr D. Pain, Chief Engineer

Department of Territories and Local Government

Mr E. Davenport, Assistant Secretary, Residential Leases
Mrs A. McGrath, Officer-in-Charge, Statutory Processes

Action for Public Transport

Dr C. Watson, Convenor

AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY



REPORT NO.17....
OF THE
STANDING COMMITTEE ON
PLANNING AND DEVELOPMENT

81ST SERIES OF VARIATIONS TO THE CITY PLAN

SEPTEMBER 1983

PERSONNEL OF THE COMMITTEE

CHAIRMAN Mr P. Vallee
Mrs B. Cains
Mr J. Clements
Ms M. Horder
Ms R. Walmsley

CLERK TO
THE COMMITTEE Mr S. Anderson

INTRODUCTION

1. The Standing Committee on Planning and Development has examined the 81st Series of Variations to the Canberra City Plan contained in the Commonwealth of Australia Gazette No. S185 of 22 August 1983.

2. The Committee was briefed on proposals on 6 September by representatives of the National Capital Development Commission and the Department of Territories and Local Government. The Committee wishes to express its appreciation to these representatives for their co-operation and assistance to Members.

3. Brief details of the nineteen proposed variations follow. Five of the variations relate to access roads to allow the Department of Territories and Local Government to lease tennis courts to tennis clubs, thus regularising the current situation. A further variation concerns the same situation in relation to a hockey club. Specific comments which the Committee wishes to draw to the Assembly's attention have been included. The proposed variations are supported without any objections.

TENNIS COURT AND HOCKEY FIELD ACCESS: MELBA, MACQUARIE, KALEEN, KALEEN, HUGHES AND GRIFFITH (VARIATIONS 1, 8, 9, 10, 13, AND 14)

4. These variations regularise existing situations in regard to access roads to tennis courts in Melba, Macquarie, Kaleen, Hughes and Griffith, and a hockey ground in Kaleen.

NEW HOUSING: MCKELLAR (VARIATION NO.2)

5. This variation should provide for approximately 88 new housing sites, and a one hectare park. The site is no longer required for educational purposes, as was originally intended. As in all new subdivision work, the Commission has provided for the best possible solar aspect.

DUPLICATION OF FEDERAL HIGHWAY (VARIATION NO.3)

6. This work is intended to be completed by 1988, providing dual carriageways to the NSW border. The first stage will go to tender in March/April 1984.

NEW HOUSING: HOLT (VARIATION NO.4)

7. This variation will allow for the construction of government housing close to the Holt shopping centre, completing development in this area.

AGED PERSONS UNITS: HIGGINS (VARIATION NO.5)

8. This variation will allow the development of 14 aged persons units.

ACCESS ROAD: HAWKER (VARIATION NO.6)

9. This road will provide legal access for a group of shops.

GOVERNMENT HOUSING & AGED PERSONS UNITS: PAGE (VARIATION NO.7)

10. This road will provide access for a government housing development comprising 11 aged persons units, 8 townhouses and 4 cottages.

ACCESS ROAD: HACKETT (VARIATION NO.11)

11. This road already exists, and is merely being incorporated into the City Plan.

MODIFICATION OF ROAD: BLACK MOUNTAIN PENINSULAR (VARIATION NO.12)

12. This modification will minimise the impact of traffic on the Black Mountain Peninsula. A series of culs-de-sac will replace the present perimeter road, allowing good access and parking, but discouraging through traffic and excessive speed.

BUS TURNING CIRCLE: WANNIASSA (VARIATION NO.15)

13. This variation provides for an existing section of road to be incorporated in the City Plan.

ACCESS ROAD: WANNIASSA (VARIATION NO.16)

14. Adjacent to the Erindale Centre, this site was originally intended for courtyard houses, but negative community reaction has resulted in the Commission altering its proposals. The variation will provide an access road for a group of courtyard and cottage blocks, as well as a group of aged persons units.

CARPARK: GOWRIE (VARIATION NO.17)

15. This carpark is being constructed as part of a new retail development.

HOUSING SITES: CALWELL EAST (VARIATION NO.18)

16. This variation is to provide access roads to 190 standard housing sites.

ADDITIONAL BLOCKS: THARWA VILLAGE

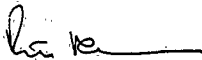
17. This variation provides for an access road for 8 single housing blocks in the Tharwa Village. The Commission is concerned that the existing character of the village should be maintained. Strict development controls will be placed on new housing in the area. The Committee noted that it has been proposed that some of the leases should be made available to crafts persons working at Cuppacumbalong. The Committee noted that the appropriate means for this would be the provision of government housing on rental.

18. The Committee is pleased to see the speedy resumption of land servicing and the government housing program provided for in many of these variations.

RECOMMENDATIONS

19. The Committee recommends:

- (1) That the 81st Series of Variations to the City Plan be approved; and
- (2) That this Report and recommendations be transmitted by Message to the Minister.



(PETER VALLEE)
Chairman

9 September 1983

Department
of
Territories
and Local
Government

National
Capital
Development
Commission

Seat of Government
(Administration)
Act 1910

**Proposals for Variation
of the Plan of Layout
of the City of Canberra
and its Environs**

81st Series

**Briefing
Material
Public
Comments
and
Objections**

Prepared for the
Parliamentary
Joint Committee
on the ACT

Canberra
September 1983

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	EXAMINATION DEFERRED. SEE REPORT.

PUBLIC COMMENT AND OBJECTIONS

VARIATION NO.

COMMENTS/OBJECTIONS SUBMITTED BY

2. 1. ACTION FOR PUBLIC TRANSPORT 22

19.

5 OBJECTIONS RECEIVED BUT
EXAMINATION HAS BEEN DEFERRED

SEAL OF GOVERNMENT ADMINISTRATION ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE
CITY OF CANBERRA AND ITS ENVIRONS (81ST 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 S185 of 22 August 1983. They have been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 81st series of variations.

These variation proposals were referred to the Committee for investigation and report by the Minister for Territories and Local Government in a letter dated 18 August 1983 pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 81st series of variations comprise 19 items, eleven of which are being sponsored by the National Capital Development Commission and eight by the Department of Territories and Local Government.

Copies of all public comments which are received as a result of the Department's publicity of the proposal are included in these briefing notes.

MINISTER FOR TERRITORIES AND LOCAL GOVERNMENT
AND MINISTER ASSISTING THE PRIME MINISTER FOR
COMMUNITY DEVELOPMENT AND REGIONAL AFFAIRS

PARLIAMENT HOUSE
CANBERRA, A.C.T. 2600

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

18 AUG 1983

K.L.
Dear Colleague

On 22 August 1983, notice of my intention to vary the plan of layout of the City of Canberra and its environs, representing the 81st 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.

Nineteen variations to the plan are included in this series. In accordance with normal procedures 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 fraternally

Tom Uren
TOM UREN
Minister for Territories
and Local Government

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 Shopping Square, Cooleman Court, Dickson Library and the Erindale Centre, Wanniassa. A display relating to the proposed variation in Tharwa was placed in Jeffrey's Store, Tharwa. The Department also advertised the variations in the Canberra Times on three occasions.

The Department of Territories and Local Government has announced nineteen proposed changes in the 81st Series of Variations to the City Plan.

The changes provide for:

- . Addition of new roads in McKellar to permit the development of approximately 16 hectares of vacant land for housing, club and community purposes;
- . Addition of several existing roads in the suburbs of Melba, Kaleen, Macquarie, Hughes and Griffith to allow the leasing to various clubs of Tennis courts facilities;
- . Additions and the deletion of roads in the suburbs of Holt, Higgins and Page to permit development of a number of government housing sites. Courtyard, cottage and townhouse blocks as well as aged persons units are included in the developments;
- . Addition of existing access roads in Hackett and Kaleen to allow the leasing of a site to the Girl Guides Association in Section 12 Hackett and to provide for possible future leasing action in Section 117 Kaleen;
- . Modification of Garryowen Drive to enable the provision of further facilities associated with Black Mountain Peninsula and to reduce conflicts between persons using the peninsula for recreational activities and vehicles using Garryowen Drive;

- . Adjustment of the road reservation of the Federal Highway to permit the completion of the duplication of the highway between Wells Station Road and the ACT/NSW border;
- . Addition of a new road in Wanniasa to provide access to a proposed residential sub-division of Section 277;
- . Minor road additions in Section 33 Hawker and Section 292 Wanniasa;
- . Addition of an access road in Gowrie to permit the release of a future development site;
- . Addition of several roads in Calwell to provide access to a development of approximately 190 standard density housing sites. The variation also includes the modification of the alignments of Were Street and Tharwa Drive;
- . Addition of a new road in Tharwa to permit access to eight new blocks in Sections 6 and 11 for single private dwelling houses.

22 August 1983



DEPARTMENT OF TERRITORIES AND LOCAL GOVERNMENT

81st SERIES OF VARIATIONS TO THE CITY PLAN

In Gazette No. 5185 of Monday August 22, 1965, the Minister for Territories and Local Government, Mr Tom Uren, gave notice of his intention to vary the layout of the City of Canberra and its environs (City Plan). Members of the public who wish to lodge comments or objections on any of the proposals are invited to do so. All submissions must be lodged, in writing, with the Secretary, Department of Territories and Local Government, GPO Box 158, Canberra City, ACT 2601, no later than 5pm on Monday September 12, 1965. Submissions may also be lodged by hand at Room 264, South Building, Civic Offices, London Circuit, Canberra City.

The proposed variations and any objections or comments received will be referred to the Parliamentary Joint Committee on the ACT, which will conduct public hearings into the proposals and will report to Parliament before the variations can take effect.

Displays showing all of the intended changes will be available at the Balcomra and Manero Malls, Woden Shopping Square, Cookman Court, Dickson Library and Public Library Erindale Centre, Wodenbusse. A display relating to the proposed variations in Tharwa will be at Jeffrey's Store Tharwa.

VARIATION 2: MBBA, Section 64: Addition to the plan of an existing access road to enable a site to be leased to the Mather Tennis Club.

VARIATION 2: MAXELLAR, Section 71: Addition to the plan of residential access roads and the deletion of part of a previously gazetted road to permit the development of approximately 1.6 hectares of vacant land within the suburbs of Maxellar.

VARIATION 2: JESSIEAL, Section 70: Variation to A.C.T./N.S.W. Border Addition to the road reservation of the Federal Highway to permit the completion of the duplication of the Highway between Wobb, Section Road and the A.C.T./N.S.W. border.

VARIATION 4: HOLY, Section 19: Addition to the Plan of a road which will provide access to a proposed residential development on Blocks 11 and 4, Section 19 Mabb.

VARIATION 5: WOODS, Shaleley Plans: Deletion of a previously gazetted and unconstructed road to enable the development of Section 12, Hoppin, for 14 aged persons units.

VARIATION 6: HAWKER, Section 32: Addition to the Plan of a road which will provide access to shops located within Block 15, which currently have no legal vehicular access.

VARIATION 7: PAGE, Section 31: Addition to the Plan of a road which will provide access to a proposed residential development of government housing and aged persons units on Section 11.

VARIATION 8: MAQUHARR, Section 53: Addition to the Plan of an existing access road to enable the leasing of a site to the Inverness Tennis Club.

VARIATION 8: KALBIN, Section 117: Addition to the Plan of an existing access road to enable the leasing of a site to the Kalmien Tennis Club.

VARIATION 9: KALBIN, Section 117: Addition to the Plan of an existing access road to allow for possible future leasing action.

VARIATION 11: HACKETT, Section 12: Addition to the Plan of an existing access road to enable the leasing of a site to the Old Guides Association.

VARIATION 12: ACTON, Garryowen Drive: Modification of the road reservation of Garryowen Drive to enable the provision of further facilities associated with public enjoyment of the proximity and to reduce conflicts between persons using Block 10, Mainstream premises for recreational activities and vehicles using Garryowen Drive.

VARIATION 12: HOPPIN, Section 54: Addition to the Plan of an existing access road to enable the leasing of a site to the North Woden Tennis Club.

VARIATION 16: GUNTHY, Section 78: Addition to the Plan of an existing access road to enable the leasing of a site to the Tharwa Tennis Club.

VARIATION 18: WANNABEE, Section 292: Addition to the Plan of part of an existing bus turning circle which provides access to St. Anthony's Primary School, Wodenbusse.

VARIATION 18: WANNABEE, Section 277: Addition to the Plan of a road which will provide access to a proposed residential subdivision of Section 277 on the corner of Langdon Avenue and Stambury Crescent.

VARIATION 17: GOWRIE, Section 268: Addition to the Plan of a carriageway to permit the siting of a future development site. The carriageway is being constructed as part of a new retail development.

VARIATION 18: CAWNSHILL EAST: Addition to the Plan of several access roads to permit the development of approximately 170 standard dwellings by having sites, modification of the alignment of Waver Street to provide a more direct route to the suburbs of Tharwa. The proposed Tharwa Arterial is to be designated to an internal distributor road and land not required for this purpose is to be included in the residential suburbs of Cawnsill and Tharwa.

VARIATION 18: THARWA, Sections 4 and 11: Addition to the Plan of a road to provide access to eight new blocks for single, private dwelling houses in Tharwa.

For further information please contact Mrs A. McGrath 462466 or 462484

NOTE ON THE 75TH 76TH 79TH and 80TH SERIES OF VARIATIONS

In August 1983, the Joint Committee on the ACT reported to Parliament on its findings in connection with the items proposed in the 79th and 80th series of variations to the plan. The Committee also reported on an outstanding item from the 75th series relating to the addition of new access roads to serve a residential subdivision in Giralang. This item was approved by the Committee.

The Committee also approved all of the proposals in the 79th series. Variation 1 relating to the addition of access roads to a residential subdivision in Sections 61 - 71 Kaleen was approved only on the condition that a school crossing be provided across Ashburton Circuit at the school. Variation 7 relating to the site for the proposed White Industries Development of a hotel/convention centre and offices in City was approved subject to certain gazettal action on Glebe Park being undertaken.

The 80th series of variations comprised one item relating to the development of the Canberra Technology Park at Bruce. In approving the variation, the Committee strongly recommended the urgent introduction of environmental protection legislation in the ACT covering matters such as air and water pollution and occupational health and safety.

The Minister accepted the Committee's recommendations on all items in the 79th series with the exception of item 1 (Sections 61 - 71 Kaleen) and item 7 (Bunda, Allara and Coranderk Streets, City).

The Minister has withheld varying the City Plan in respect of item 1 until a Departmental review of arrangements relating to school crossings currently underway is completed. Subject to the outcome of this review, the need for a school crossing on Ashburton Circuit will be reassessed. No action will be taken on the recommendation concerning item 7 until such time as a decision is made on the White Industries proposal.

Formal notices of variation on the 79th series and the outstanding item from the 75th series were tabled in both Houses of Parliament on 6 September 1983.

The Minister will not be acting on the recommendation in respect of the 80th series until conditions of the agreement between the Department and Lend Lease Corporation regarding the development of the Canberra Technology Park have been met. On receipt of a formal notice that the way is open for the variation of the City Plan, the Corporation has a period of 21 days in which to advise whether it wishes to proceed with the proposed development of the Canberra Technology Park.

On 16 May 1983, the Minister referred to the Committee outstanding matters relating to the provision of road works in the vicinity of the new Parliament House (78th series). A joint briefing by the NCDC, the Department and the Parliament House Construction Authority of the Joint Committee on the ACT and the Joint Standing Committee on the New Parliament House occurred on 5 September 1983.

81ST SERIES OF VARIATIONS TO THE CITY PLAN

EXPLANATORY STATEMENT

VARIATION 1

MELBA, Section 65: Addition to the plan of an existing access road to enable a site to be leased to the Melba Tennis Club.

VARIATION 2

McKELLAR, Section 71: Addition to the plan of residential access roads and the deletion of part of a previously gazetted road to permit the development of approximately 16 hectares of vacant land within the suburb of McKellar.

VARIATION 3

FEDERAL HIGHWAY, Watson to A.C.T./N.S.W. Border: Addition to the road reservation of the Federal Highway to permit the completion of the duplication of the Highway between Wells Station Road and the A.C.T./N.S.W. border.

VARIATION 4

HOLT, Section 19: Addition to the Plan of a road which will provide access to a proposed residential development on Blocks 11 and 4, Section 19 Holt.

VARIATION 5

HIGGINS, Blakeley Place: Deletion of a previously gazetted and unconstructed road to enable the development of Section 12, Higgins for 14 aged persons units.

VARIATION 6

EMMER, Section 33: Addition to the Plan of a road which will provide access to shops located within Block 15, which currently have no legal vehicular access.

VARIATION 7

PAGE, Section 11: Addition to the Plan of a road which will provide access to a proposed residential development of government housing and aged persons units on Section 11.

VARIATION 8

MACQUARIE, Section 52: Addition to the Plan of an existing access road to enable the leasing of a site to the Belconnen Tennis Club.

VARIATION 9

KALEEN, Section 117: Addition to the Plan of an existing access road to enable the leasing of a site to the Kaleen Tennis Club.

VARIATION 10

KALEEN, Section 117: Addition to the Plan of an existing access road to allow for possible future leasing action.

VARIATION 11

HACKETT, Section 12: Addition to the Plan of an existing access road to enable the leasing of a site to the Girl Guides Association.

VARIATION 12

ACTION, Garryowen Drive: Modification of the road reservation of Garryowen Drive to enable the provision of further facilities associated with public enjoyment of the peninsula and to reduce conflicts between persons using Black Mountain peninsula for recreational activities and vehicles using Garryowen Drive.

VARIATION 13

HUGHES, Section 54: Addition to the Plan of an existing access road to enable the leasing of a site to the North Woden Tennis Club.

VARIATION 14

GRIFFITH, Section 78: Addition to the Plan of an existing access road to enable the leasing of a site to the Throby Tennis Club.

VARIATION 15

WANNIASSA, Section 292: Addition to the Plan of part of an existing bus turning circle which provides access to St. Anthony's Primary School, Wanniassa.

VARIATION 16

WANNIASSA, Section 277: Addition to the Plan of a road which will provide access to a proposed residential subdivision of Section 277 on the corner of Langdon Avenue and Sternberg Crescent.

VARIATION 17

GOWRIE, Section 280: Addition to the Plan of a carpark to permit the release of a future development site. The carpark is being constructed as part of a new retail development.

VARIATION 18

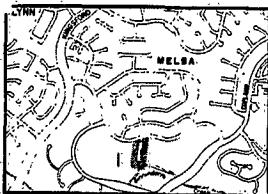
CALWELL EAST: Addition to the Plan of several access roads to permit the development of approximately 190 standard density housing sites; modification of the alignment of Ware Street to provide a more direct route to the suburb of Theodore. The proposed Tharna Arterial is to be downgraded to an internal distributor road and land not required for this purpose is to be included in the residential suburbs of Calwell and Theodore.

VARIATION 19

THARNA, Sections 6 and 11: Addition to the Plan of a road to provide access to eight new blocks for single, private dwelling houses in Tharna.

VARIATION 1

MELBA, Section 65: Addition to the plan of an existing access road to enable a site to be leased to the Melba Tennis Club.



MELBA : Section 65 - Road Addition

1. Purpose

Addition to the Plan of an existing access road to enable a site to be leased to the Melba Tennis Club.

2. Area

Approximately 3283 m².

3. Cost

Nil

4. Existing Development

The road provides access from Verbrughen Street to the Melba Tennis Courts and other sporting and recreational facilities in Section 26 Melba.

5. Proposed Development

A policy on the leasing of all tennis courts facilities in the ACT to their user organisations has recently been approved. In accordance with this policy, it is proposed to lease the Melba Tennis Courts to the Melba Tennis Club. The Association has also applied for additional land adjacent to the existing courts to construct its own facilities.

6. Particular Planning Considerations

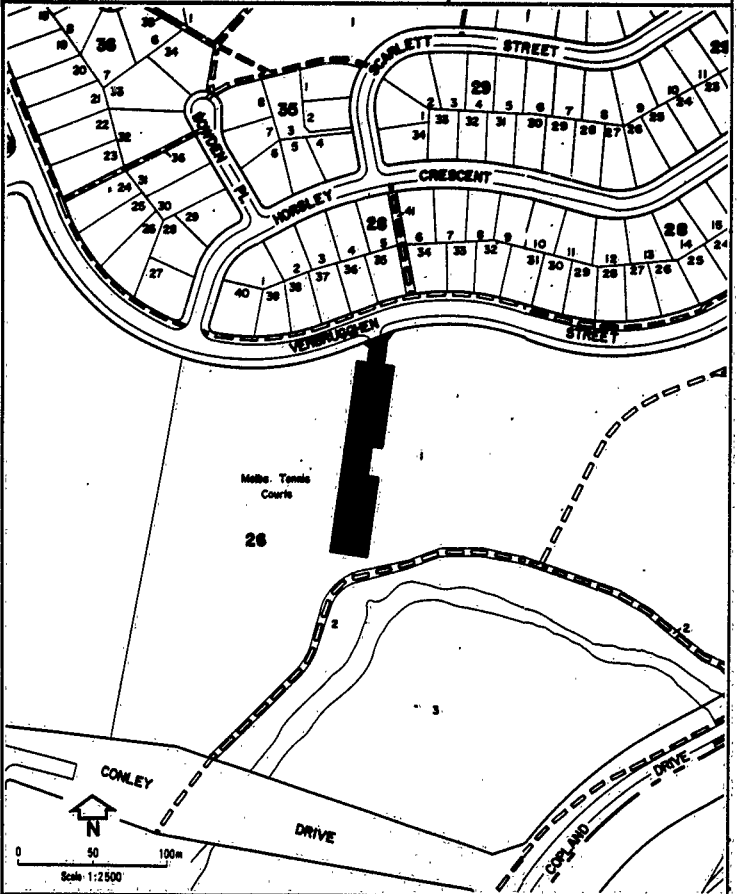
Nil

7. Public Consultation

Nil.

DTLG

VARIATION No. 1



ROAD ADDITION: 
ROAD DELETION: 

MELBA: Section 65 -- Road Addition

DTLG

VARIATION No. 1



MELBA: Section 65 — Road Addition



Variation No. 2

VARIATION 2

McKELLAR, Section 71: Addition to the plan of residential access roads and the deletion of part of a previously gazetted road to permit the development of approximately 16 hectares of vacant land within the suburb of McKellar.



McKELLAR : Section 71 - Road Additions and Deletions

1. Purpose

This proposal provides for the addition to the City Plan of residential access roads to permit the development of approximately 16 hectares of vacant land within the suburb of McKellar. The site was formerly reserved for a High School, a Secondary College and associated playing fields which the ACT Schools Authority has advised should no longer be reserved for that purpose.

2. Length

The total length of proposed roads to be constructed is approximately 2km.

3. Estimated Cost

The cost of land servicing including road construction, is estimated to be \$1M.

4. Existing Development

Section 71 is currently vacant land, bordered by William Webb Drive, Owen-Dixon Drive and William Slim Drive and Perkin Street (not constructed). The eastern portion has been used for many years as a builders' spoil disposal site, on the assumption that playing fields, if developed, would be located in this area.

5. Proposed Development

It is proposed that the northern and western sections of the site be developed for standard housing, the total number of new housing sites being 88. The remainder of the site is to be reserved for clubs, community uses and/or sports grounds. The uses selected and the site development proposals are to be compatible with adjacent housing.

A half hectare local community park is to be constructed adjacent to the housing area.

6. Particular Planning Considerations

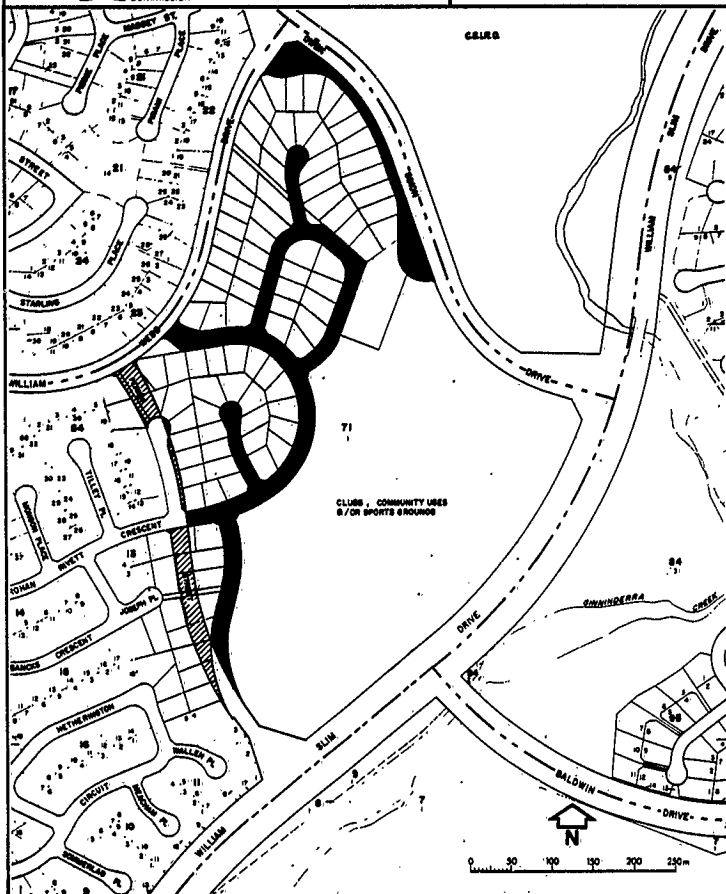
The road network is designed to complement the gazetted road layout of McKellar, to discourage through-traffic using the residential roads and to facilitate drainage of the area.



7. Environmental Considerations

Club, community and/or recreational development proposed for Section 71 will be carefully chosen to avoid nuisance to adjacent residents.

8. Public Consultation

On 11 May 1983 the NCDC advised the ACT House of Assembly of the proposals. Residents of William Webb Drive, Evatt living opposite the site were advised of the land use intentions on 12 May 1983 and an advertisement was placed in the Canberra Times on 14 May 1983. Three responses from residents were received. They were concerned about the adequacy of the open space in the area. Given the proximity of the open space along Ginninderra Creek and around Lake Ginninderra no additional open space is considered justifiable.



ROAD ADDITION 
ROAD DELETION 

McKELLAR: Section 71 — Road Additions and Deletions



McKELLAR: Section 71 — Road Additions and Deletions

ACTION FOR PUBLIC TRANSPORT

P.O. Box 1875,
CANBERRA CITY, A.C.T. 2801.
Phone: (062) 47 3084.

12th September 83
...../19.....

The Secretary,
Department of Territories,
CANBERRA CITY ACT.

Dear Sir,

re: VARIATION 2 : McKELLAR SECTION 71.

We lodge an objection to the variation because more residents could be accommodated on this land if the subdivisional plan allowed for medium density rather than detached housing. This area is ideally suited to higher housing densities since it is relatively close to Belconnen Town Centre and also only a hundred meters or so from the recreational foreshores of Lake Ginninderra and Ginninderra Creek. Moreover, the NCDC has been most wasteful of land in its current subdivisional plan for the rest of McKellar. Over 90% of this prime land is being used for detached housing.

The group has already made comments in response to the NCDC Draft Policy Plan for Section 71. In reply the NCDC merely said that this land is "on the northern edge of Belconnen" and thereby dismissed our arguments for medium density housing (copy enclosed). We would draw the attention of the Joint Parliamentary Committee to the fact that the NCDC has made no mention of our comments, or those of others, in its explanatory notes for the displays mounted at the various shopping centres and libraries.

The low population densities, which are the norm in Canberra's suburbia, exact high development costs, as well as continuing high transportation costs. As Canberra continues to sprawl we are being locked into a lifestyle largely dependent on vehicular transport for our mobility. Such a transport mode cannot be sustained ecologically in the long term because of our reliance on exhaustible fuels.

Already, due to the rising costs of running cars, many people feel isolated in outlying suburbs. Those on low incomes or unemployed, need to use an excessive proportion of their budgets on transport. In a city so blatantly planned for the private vehicle, people do not take kindly to the use of public transport. It is a vicious circle, of course, as only skeleton services can be provided in off peak periods because of low patronage.

...../2

12th September, 1983.

Recommendations:

1. That Variation 2: McKellar Section 71 be disallowed and that the road plan be resubmitted in the next Series allowing for medium density housing designs.
2. That, where feasible, roads in subdivisions run in an east - west direction so that buildings can be readily orientated for energy conservation purposes.
3. That the Joint Committee on the A.C.T. seek the transfer of the Belconnen Naval Station in order that this land, so close to the centre of Belconnen and alongside Lake Ginninderra, can be used for housing.
4. That the Joint Committee of the A.C.T. allow no further road variations for subdivisional purposes until it has been able to conduct an Inquiry into desirable population densities for the various areas of Canberra; the following factors appear most pertinent:
 - (1) long term fuel supplies and maintenance of citizen mobility.
 - (2) location in relation to Civic, Belconnen and Moden town centres.
 - (3) transportation costs.
 - (4) public transport viability.
 - (5) citizen attitudes.
 - (6) costs of alternate subdivisional designs.
 - (7) land availability and alternative uses.
 - (8) proximity to recreation areas and community gardens
 - (9) suitable areas for redevelopment-extensions.
5. Following the Inquiry, as above, the Committee should be able to list in order of priority:
 - (1) areas for future subdivision and redevelopment
 - (2) optimum residential densities for each area.

Sincerely,



C. L. Watson
Convener.



National Capital Development Commission

220 Northbourne Ave. Canberra ACT 2601 P.O. Box 143 Canberra ACT 2601
Telephone: 46 8211 Area Code: 062 Teletypes: Canberra Canberra 46 8211
All correspondence to be addressed to the Secretary and Manager

Internal file number: 83/1028:C.Randall:ek1

Dear Dr Watson,

Thank you for your letter of 12 June 1983 commenting on the draft policy plan for Section 71 McKellar.

I note your support for an increase in residential density in this section of McKellar to reduce the pressures for urban expansion. The Commission is also keen to provide areas for medium density housing but these should be located near major centres rather than in locations such as McKellar Section 71 which is on the northern edge of Belconnen.

You would be aware that during the late 1970s the Commission proposed significant areas of medium density development close to the Belconnen Town Centre. However these were strongly opposed by others and the proposal was dropped. In 1978 prior to the inquiry by the Parliamentary Joint Committee on the ACT into planning along Ginninderra Creek and around Lake Ginninderra the Commission wrote to your organisation seeking its comments on the Commission's proposals for medium density housing but received no reply. Your renewed interest in this matter is noted.

Yours sincerely,

B. M. Browning
B. M. BROWNING
SECRETARY AND MANAGER

21 June 1983

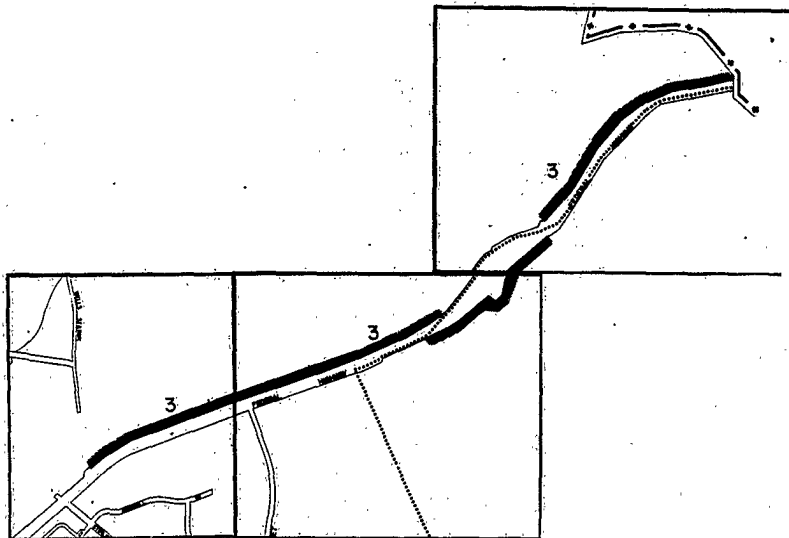
Dr C.L. Watson
Action for Public Transport
PO Box 1875
CANBERRA ACT 2601



Variation No. 3

VARIATION 3

FEDERAL HIGHWAY, Watson to A.C.T./N.S.W. Border: Addition to the road reservation of the Federal Highway to permit the completion of the duplication of the Highway between Wells Station Road and the A.C.T./N.S.W. border.



FEDERAL HIGHWAY : Watson to ACT/NSW Border Road Additions

1. Purpose

The proposed variation would permit the completion of the duplication of the Federal Highway between Wells Station Road and the ACT/NSW border.

2. Length

The total length of the proposed roads is 5.2 km.

3. Estimated Cost

The estimated cost is \$4.5M.

4. Existing Development

The existing Federal Highway north of the Drive-in Theatre is a single carriageway road. The leases abutting the roadway are generally very large. Currently there is direct access to the Drive-in Theatre and the Bendora Kennels and Riding School.

5. Proposed Development

It is proposed that the highway be duplicated in the following way:

- From Watson to Bendora - duplication is to take place on the western side of and parallel to the existing road.
- In the escarpment section from Bendora to a point some 400m south of Majura Road, the second carriageway is to be located to the east retaining the existing highway as it descends down the escarpment.
- From Majura Road to the border, a new carriageway has been located to the north west of the existing road forming the outbound carriageway.

In locating the duplicate carriageway, particular attention has been given to retention of the existing road and roadside landscape - particularly in the Majura-Border section. Overall, a high standard of horizontal and vertical alignment (commensurate with National Highway standard) is proposed.

The proposal provides two lane dual carriageways. The median strip for the Watson-Bendora section has a constant width of 18m. Over the remaining length of the highway, the width varies to suit topographical and landscaping constraints.

6. Particular Planning Considerations

It is desirable to limit intersections/median openings. These are required at the Drive-in Theatre, Carotel Caravan Park, Old Monastery, Antill Street and Majura Road.

Given the importance of this road corridor, attention has been given to maximising landscape possibilities. In particular, the mature stands of eucalyptus at the border will be retained and the dramatic topographical character and scenic potential of the escarpment section exploited. It is proposed to locate a viewing/tourist information layby in the escarpment section.

Attention has also been given to preserving the memorial gardens along the route.

7. Environmental Considerations

The effect of the proposal on existing settlement is minimal. The proposal will incorporate treatments to ensure better stability and drainage control. The proposal is sympathetic to existing landscape and includes extensive tree and shrub planting.

8. Public Information

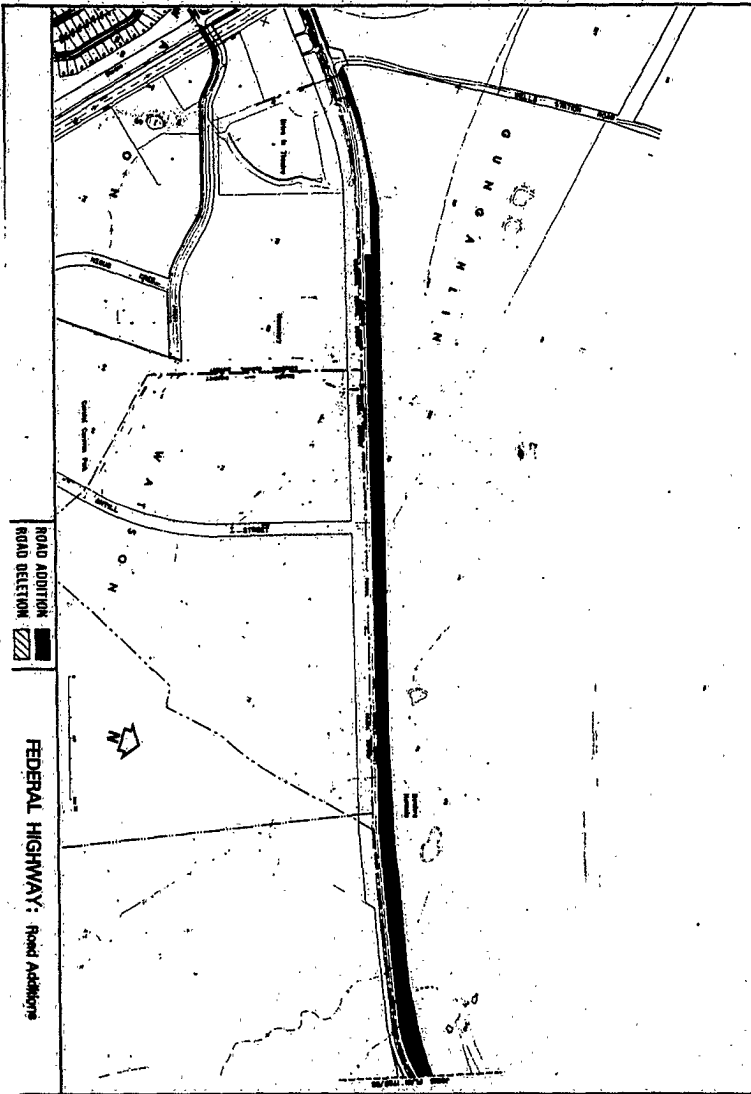
The intention is to complete the construction of these works for the Bi-centenary Celebrations in 1988.

The Department of Territories and Local Government has initiated discussions with lessees on the resumption of land needed for the project.

The Canberra Association for Regional Development has advised the Commission of its support for the project.



VARIATION No. 3



ROAD ADDITION
ROAD DELETION



FEDERAL HIGHWAY: Road Additions



VARIATION No. 3



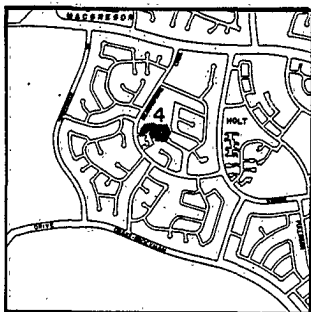
ROAD ADDITION
ROAD DELETION



FEDERAL HIGHWAY: Road Additions

VARIATION 4

HOLT, Section 19: Addition to the Plan of a road which will provide access to a proposed residential development on Blocks 11 and 4, Section 19 Holt.



HOLT : Section 19 - Road Addition

1. Purpose

The proposed variation will permit residential development of Blocks 11 and 4 Section 19 Holt.

2. Length

The total length of the proposed road is 120m.

3. Estimated Cost

The land servicing cost including road construction and underground power is estimated to be \$111,000.

4. Existing Development

Section 19 is located to the north-east of the Holt neighbourhood shopping centre and to the south of the Holt Primary School. Standard residential development exists to the east and a group of 14 aged persons units are currently under construction to the south of the site by the NDCG.

5. Proposed Development

The subdivision will provide nine cottage and six townhouse blocks which will be developed for government housing as part of the 1983/84 government housing programme. Development allows for pedestrian access to the shops for residents east of the site and will also complete the network of footpaths in open space areas to the east, north and north-west of the sites.

6. Particular Planning Considerations

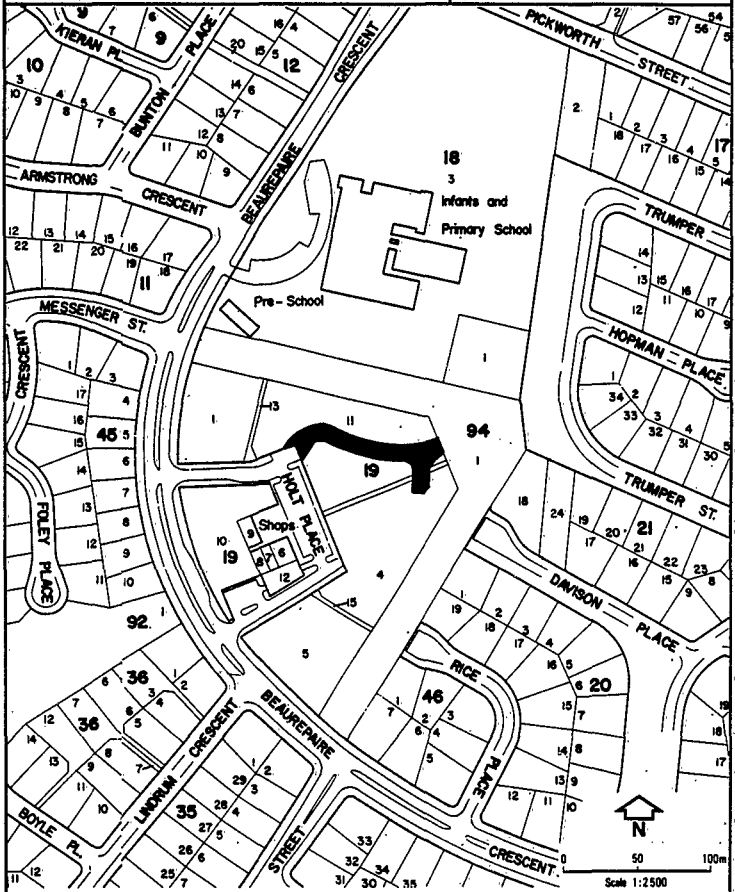
Planning for the area will complete development of the residential areas adjacent to the Holt shopping centre and has been designed to complement the aged persons units to the south. The opportunity is to be taken to provide footpaths and landscaping to areas around the site which had been left undeveloped for some years.

7. Environmental Considerations

Nil.

8. Public Consultation

Residents of surrounding areas and the local shopkeepers have been consulted in the development of the proposal and no objections were received.



ROAD ADDITION 
 ROAD DELETION 

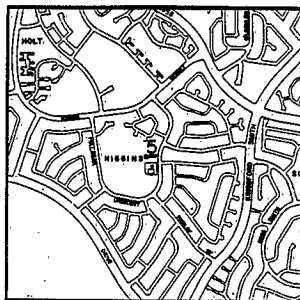
HOLT: Section 19 – Road Addition



HOLT: Section 19 — Road Addition

VARIATION 5

HIGGINS, Blakeley Place: Deletion of a previously gazetted and unconstructed road to enable the development of Section 12, Higgins, for 14 aged persons units.



HIGGINS : Blakeley Place - Road Deletion

1. Proposal

The proposed variation will permit residential development of Section 12 for 14 aged persons units.

2. Length

Not applicable.

3. Estimated Cost

Nil

4. Existing Development

The site is currently vacant. It had been used as a bus terminus until the interchange at Belconnen Town Centre was brought into service. Standard residential areas exist to the north and east, open space to the west and the local shops to the south. Blakeley Place has not been constructed.

5. Proposed Development

The site is to be developed for aged persons units in the 1983/84 government housing programme. Access to the units will be provided via a private car park off Fullagar Crescent.

6. Particular Planning Considerations

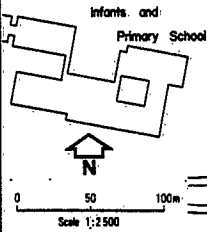
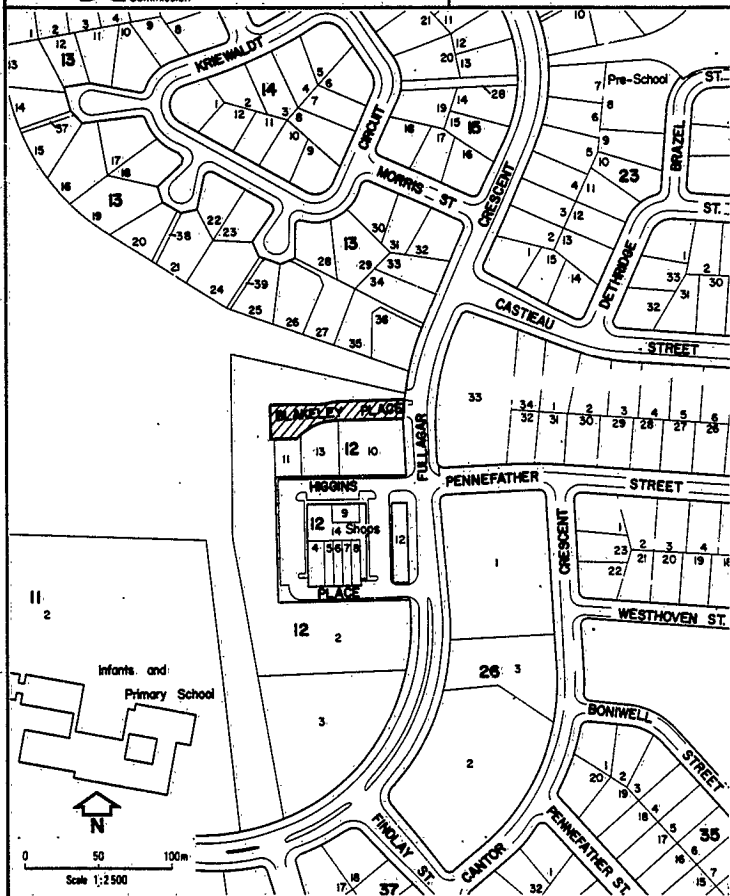
The site which is ideally suited for aged persons units in location terms would have been difficult to develop satisfactorily had Blakeley Place remained.

7. Environmental Considerations

Nil.

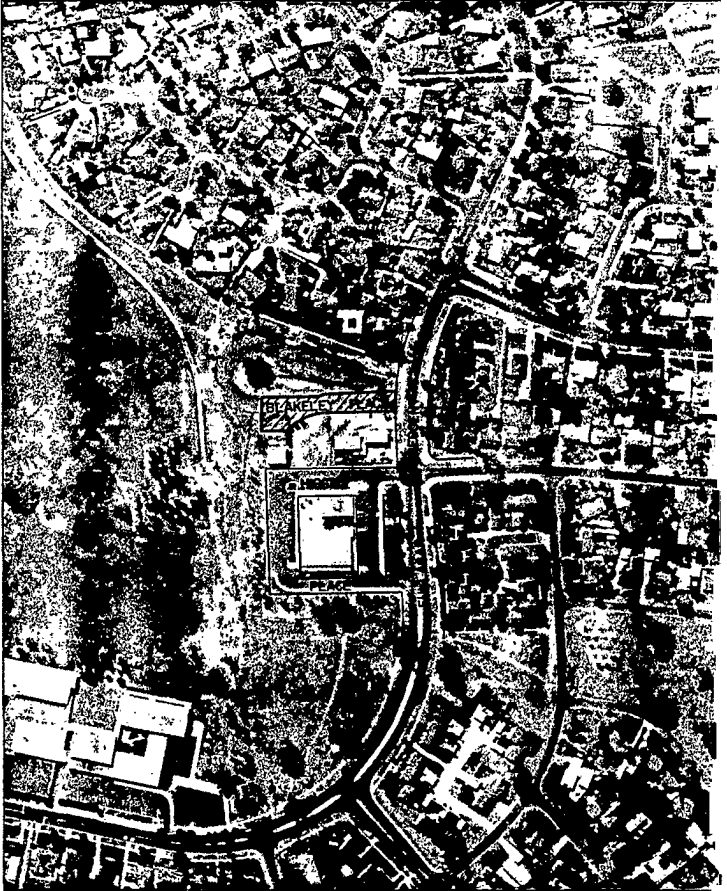
8. Public Information

Preliminary development proposals which indicate the degazettal of Blakely Place have been circulated among nearby residents and no comments have been received.



ROAD ADDITION 
 ROAD DELETION 

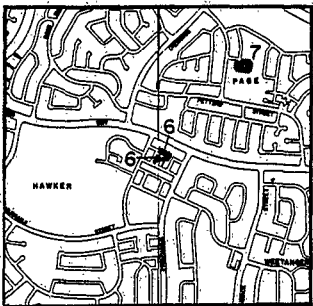
HIGGINS: Blakeley Place — Road Deletion



HIGGINS: Blakeley Place — Road Deletion

VARIATION 6

HAWKER, Section 33: Addition to the Plan of a road which will provide access to shops located within Block 15, which currently have no legal vehicular access.



HAWKER : Section 33 - Road Addition

1. Purpose

This proposal is to provide a new cul-de-sac off Hawker Place (west) with parking spaces (north of Block 15), service vehicle bay, garbage storage area and landscaped verges. The site is within the Hawker Group Centre. The new road will provide service road access to shops located within Block 15, which currently have no legal vehicular access.

2. Length

The length of the proposed road to be constructed is approximately 90 metres.

3. Estimated cost

Approximately \$33,000.

4. Existing development

The existing development on Section 33 consists of the Hawker Shopping Centre buildings, the Belconnen Way Hotel, the Anglican Church and Rectory and some carparking. The land immediately adjacent to the subject site is vacant.

5. Proposed development

The Draft Development Plan for the Hawker Group Centre proposes that land adjoining the new road to the north, will be developed for community uses and parkland.

6. Particular planning considerations

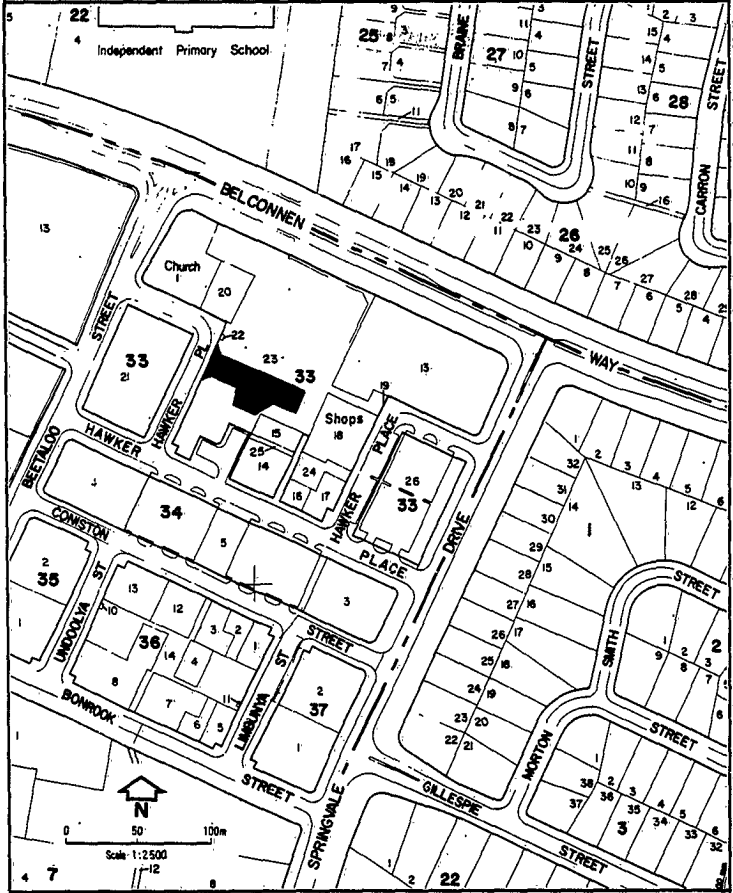
Provision of this road will allow development of the vacant land to its north, as well as providing vehicular access to the lower level commercial premises in Block 15.



7. Environmental considerations

Provision of the road and small carpark together with associated landscaping will improve the appearance of this part of the centre.

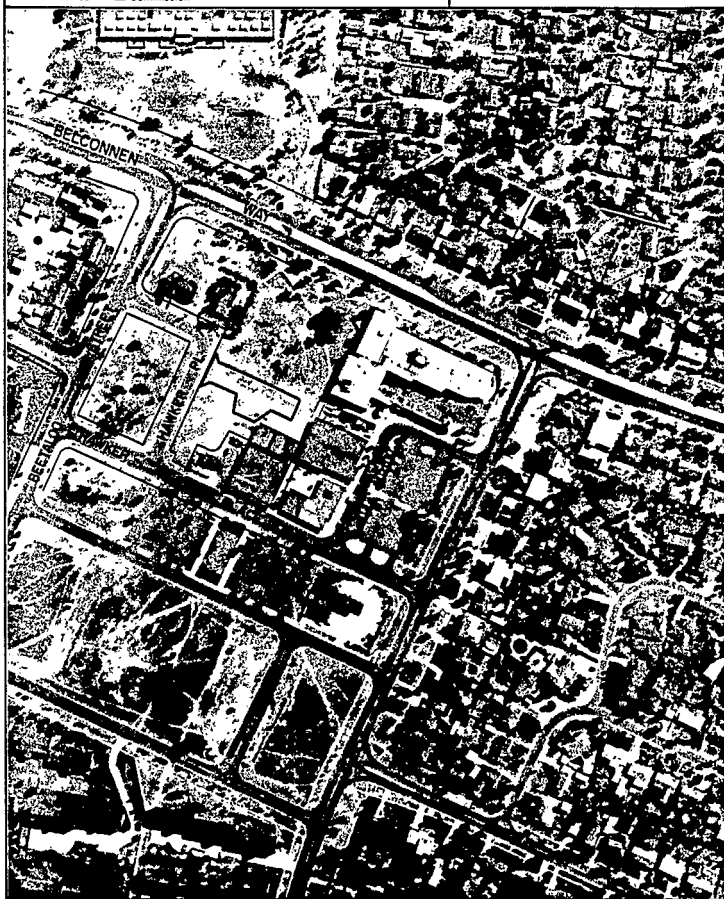
8. Public consultation

The road proposal is consistent with the draft Hawker Group Centre Policy Plan and is in response to requests for vehicular access to this area. An advertisement was placed in the Canberra Times in June 1982 outlining the Commission's broad planning intentions for Hawker Shopping Centre as well as other centres in Belconnen. A revised Policy Plan for Hawker Shopping Centre which incorporates the proposed road is being prepared as the basis for public discussion.



ROAD ADDITION 
 ROAD DELETION 

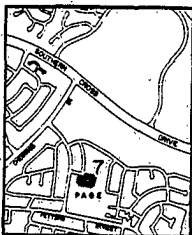
HAWKER: Section 33 – Road Addition



HAWKER: Section 33 – Road Addition

VARIATION 7

PAGE, Section 11: Addition to the Plan of a road which will provide access to a proposed residential development of government housing and aged persons units on Section 11.



PAGE : Section 11 - Road Addition

1. Proposal

The proposed variation will permit residential development of Section 11 for government housing and aged persons units.

2. Length

The total length of the proposed road is 95m.

3. Estimated costs

The cost of land servicing including the road construction, is estimated to be \$110,000.

4. Existing development

Standard residential areas are adjacent to the site to the north and west and the east across a part of the neighbourhood open space areas. Page Primary School is to the south. The site is a comfortable walk through the open space areas to the Page shops.

5. Proposed development

The development will provide sites for 11 aged persons units, 8 townhouse blocks and 4 cottage blocks. Additionally the pedestrian pathway network in the area is to be supplemented to provide access through the site to the school and the shops for residents to the north and west of the site. Development of the site which includes extensive landscaping is programmed for construction 1983/84.

6. Particular planning considerations

The site is currently vacant but it is obvious that residents of the area particularly to the north and west traverse the site en route to the school and shops. The development acknowledges this fact and pedestrian ways are included to

permit cross access to continue. It is also intended to provide a number of additional paths to complete the existing network in line with the obvious desire lines. These areas which are in the main off the site will be landscaped.

7. Environmental considerations

Nil

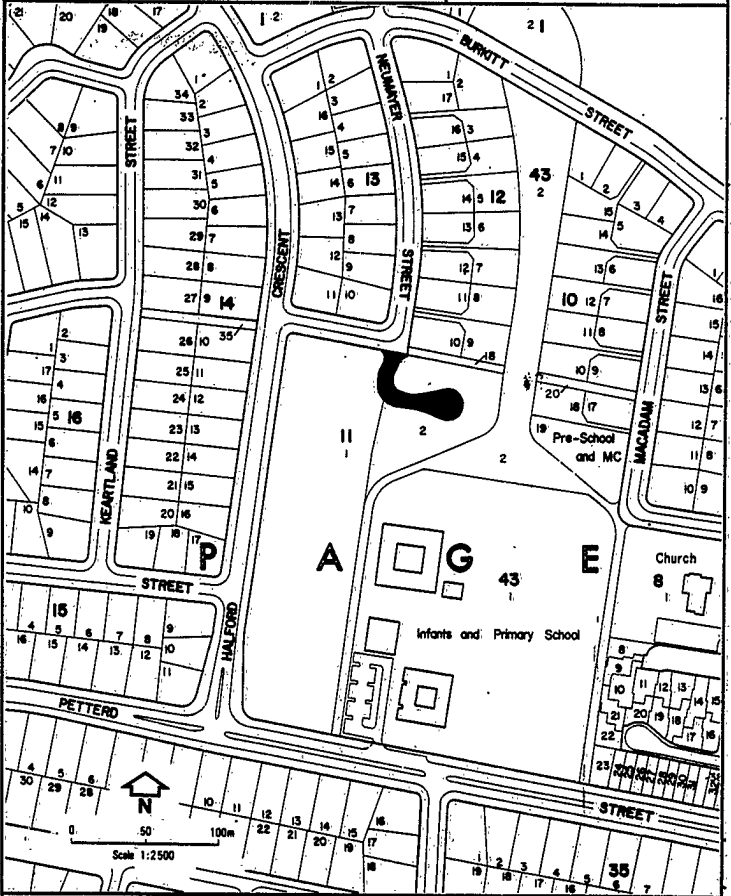
8. Public information

Preliminary development proposals have been circulated to residents surrounding the site and no comments have been received.



National
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Development
Commission

VARIATION No. 7



ROAD ADDITION 
ROAD DELETION 

PAGE: Section 11 - Road Addition

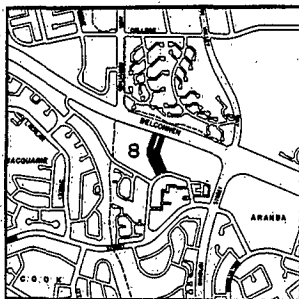


DTLG

Variation No. 8

VARIATION 8

MACQUARIE, Section 52: Addition to the Plan of an existing access road to enable the leasing of a site to the Belconnen Tennis Club.



MACQUARIE : Section 52 - Road Addition

1. Addition to the Plan of an existing access road to enable the leasing of a site to the Belconnen Tennis Club.

2. Area

Approximately 4533 m².

3. Cost

Nil

4. Existing Development

The road provides access to the Belconnen Tennis Courts and other recreational and sporting facilities.

5. Proposed Development

A recently approved policy on the leasing of all tennis courts facilities in the ACT to their user organisations is being implemented by the Department. In accordance with this policy, it is proposed to lease the Belconnen Tennis Courts in Macquarie to the Belconnen Tennis Club.

6. Particular Planning Considerations

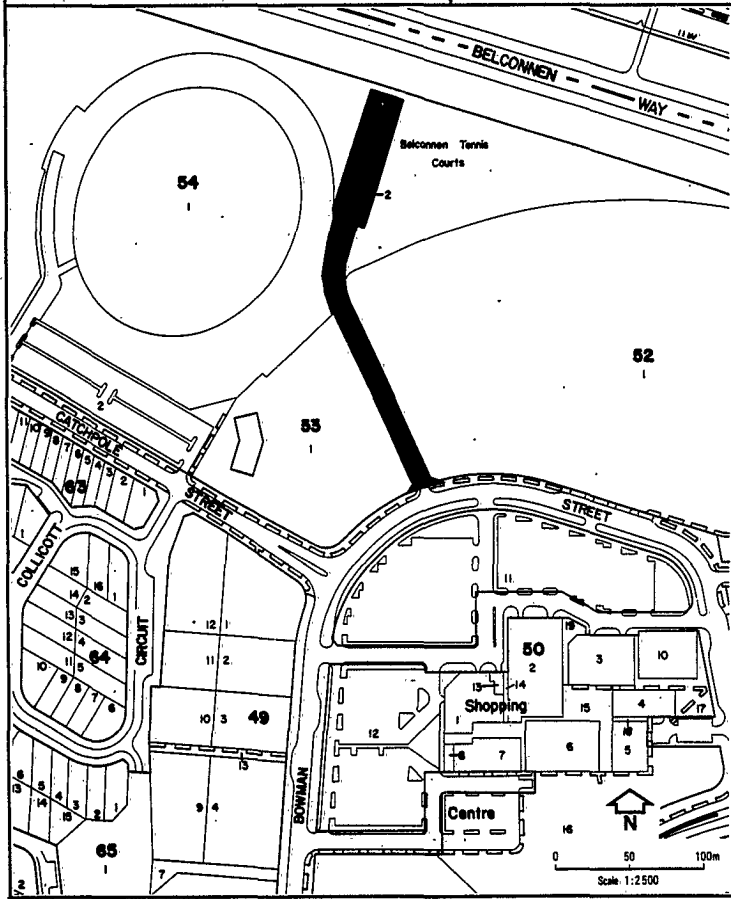
Nil.

7. Public Consultation

Nil.

DTLG

VARIATION No. 8



ROAD ADDITION



ROAD DELETION



MACQUARIE: Section 54 — Road Addition

DTLG

VARIATION No. 8



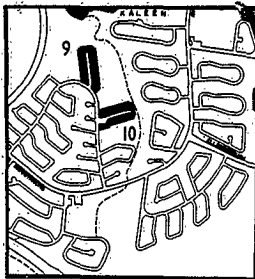
MACQUARIE: Section 54 — Road Addition

DTLG

Variation No.9

VARIATION 9

KALEEN, Section 117: Addition to the Plan of an existing access road to enable the leasing of a site to the Kaleen, Tennis Club.



KALEEN : Section 117, Block 5 - Road Addition

1. Purpose

Addition to the Plan of an existing access road in Section 117 Kaleen to enable the leasing of a site to the Kaleen Tennis Club.

2. Area

Block 5 Section 117 is approximately 4819m².

3. Cost

Nil

4. Existing Development

The road and carpark on Block 5 provides access from Diamantina Crescent to the Kaleen Tennis Courts and to an open recreation and sporting area.

5. Proposed Development

A recently approved policy on the leasing of all tennis courts facilities in the ACT to their user organisations is being implemented by the Department. In accordance with this policy, it is proposed to lease the Kaleen Tennis Courts to the Kaleen Tennis Club.

6. Particular Planning Considerations

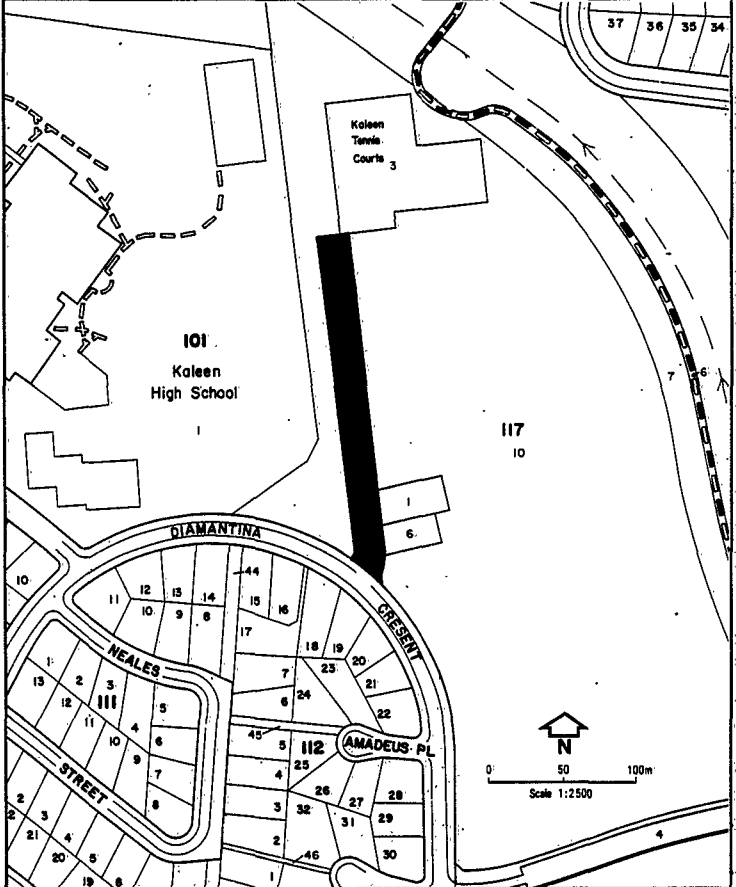
Nil

7. Public Consultation

Nil.

DTLG

VARIATION No. 9

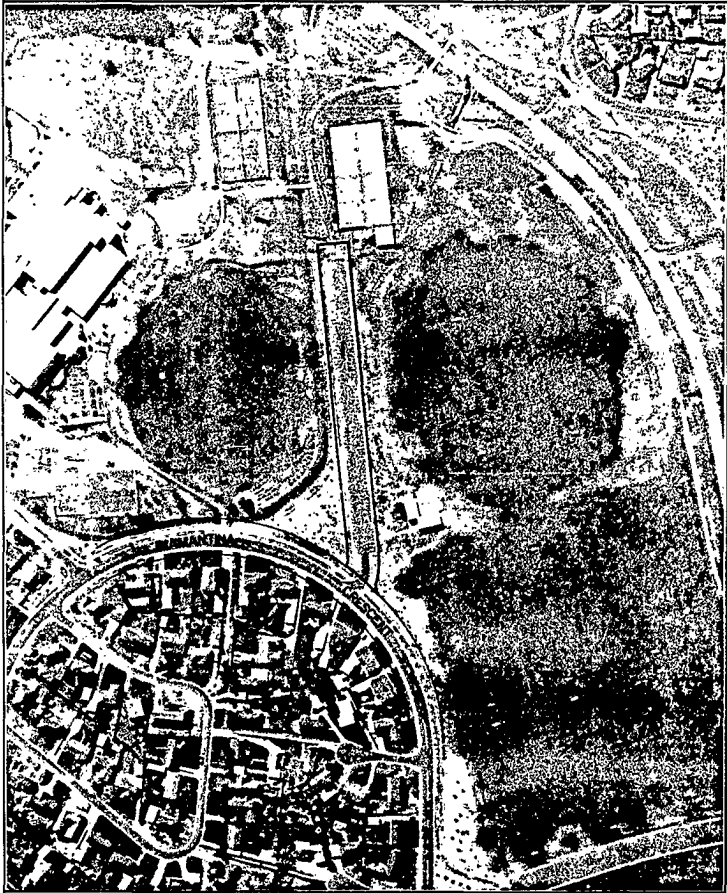


ROAD ADDITION 
ROAD DELETION 

KALEEN: Section 117 Block 5 – Road Addition

DTLG

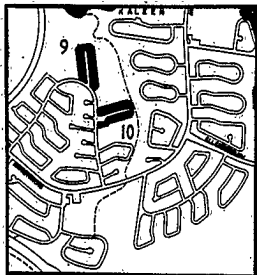
VARIATION No. 9



KALEEN: Section 117 Block 5 — Road Addition

VARIATION 10

KALEEN, Section 117: Addition to the Plan of an existing access road to allow for possible future leasing action.



KALEEN : Section 117, Block 4 - Road Addition

1. Purpose

Addition to the Plan of an existing access road in Section 117 Kaleen to allow for other possible future leasing action.

2. Area

Block 4 Section 117 is approximately 5338 m²

3. Cost

Nil

4. Existing Development

The road and carpark on Block 4, Section 117 provides access from Diamantina Crescent to an enclosed oval and associated facilities, as well as other portions of Section 117 which are used for recreational and sporting purposes.

5. Proposed Development

The gazettal of the access road on Block 4 will enable other facilities in the area to be leased to community organisations when the need arises.

6. Particular Planning Considerations

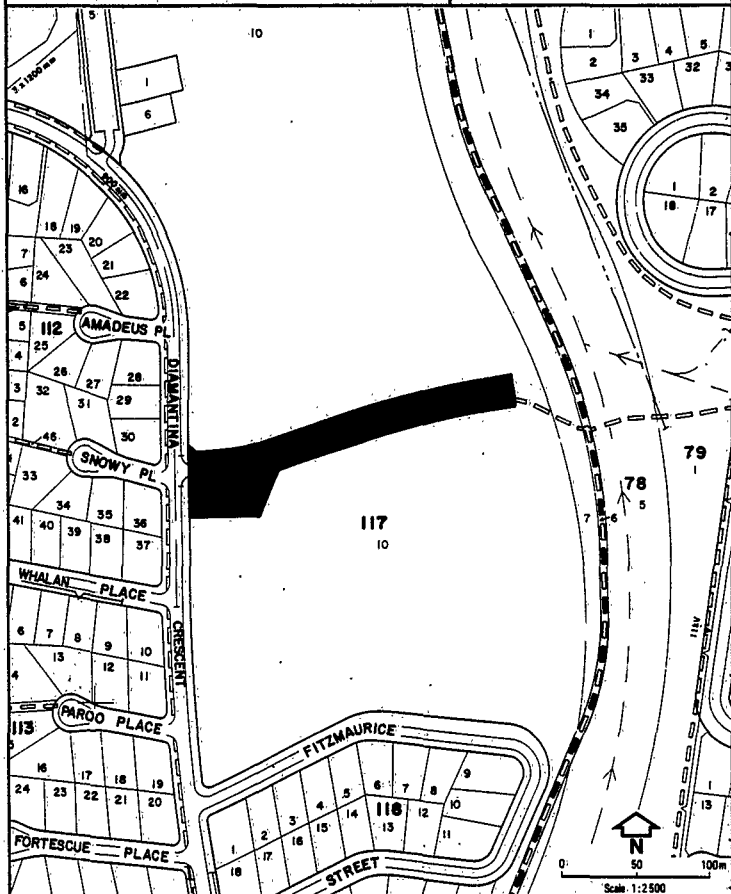
Nil

7. Public Consultation

Nil.

DTLG

VARIATION No. 10



ROAD ADDITION



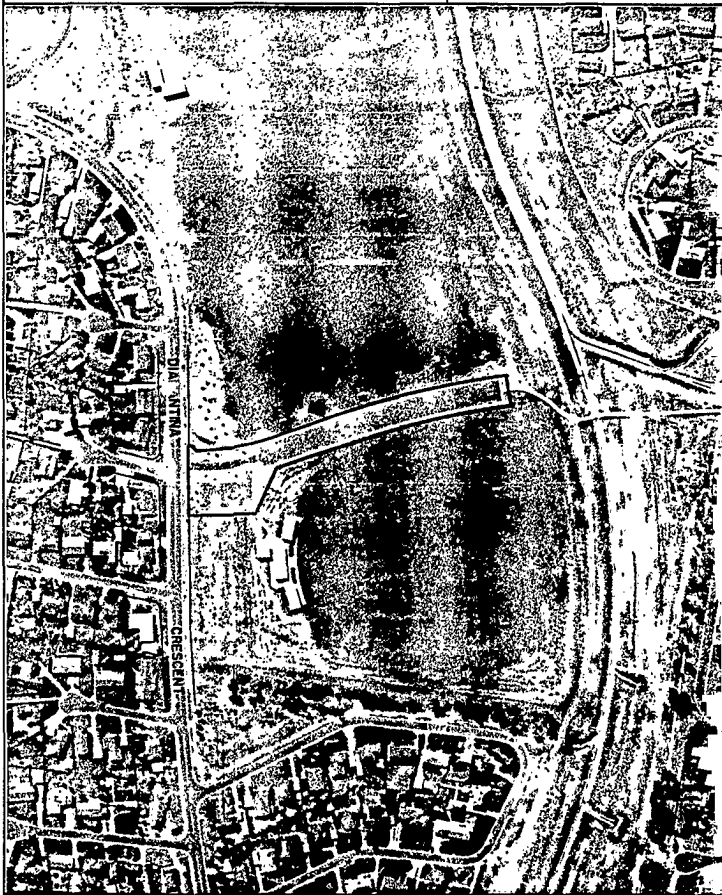
ROAD DELETION



KALEEN: Section 117 Block 4 — Road Addition

DTLG

VARIATION No. 10



KALEEN: Section 117 Block 4 – Road Addition

VARIATION 11

HACKETT, Section 12: Addition to the Plan of an existing access road to enable the leasing of a site to the Girl Guides Association.



HACKETT : Section 12 - Road Addition

1. Purpose

Addition to the Plan of an existing access road to enable the leasing of Block 2 Section 12 Hackett to the Girl Guides Association.

2. Area

Approximately 1945 m².

3. Cost

Nil

4. Existing Development

The road and carpark provide access from Madigan Street to a sports ground and community hall.

5. Proposed Development

The community hall is currently occupied by the Girl Guides Association and will be leased to the Association for a twenty year term.

6. Particular Planning Considerations

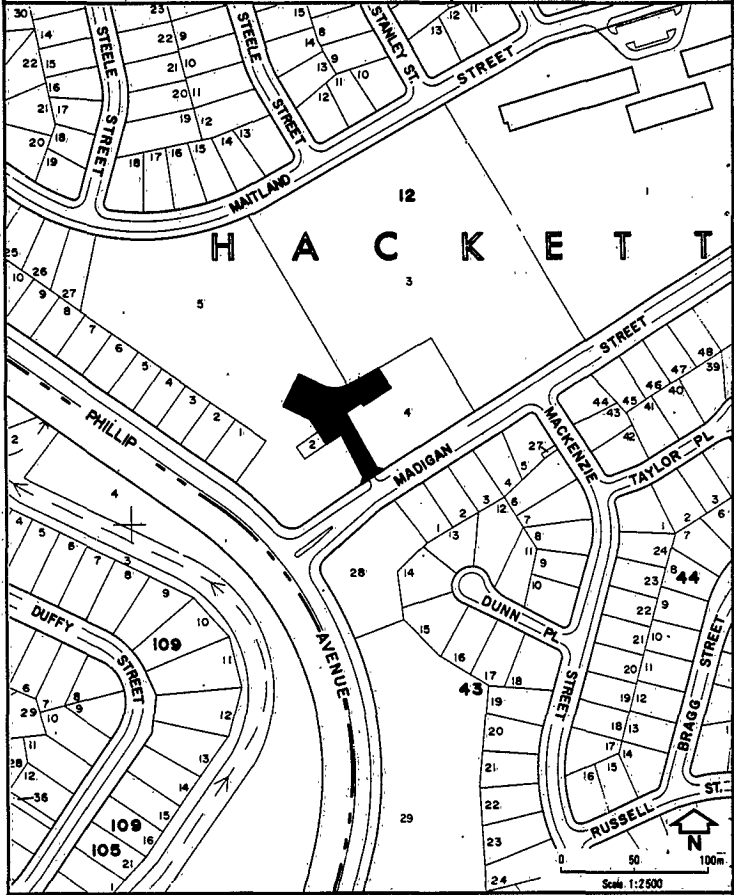
Nil



7. Public Consultation

Nil.

DTLG

VARIATION No. 11



ROAD ADDITION 
ROAD DELETION 

HACKETT: Section 12 — Road Addition

DTLG

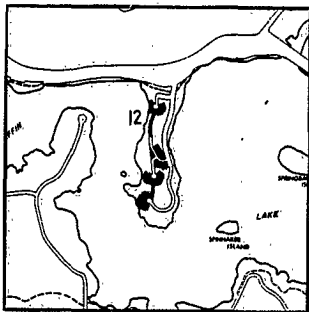
VARIATION No. 11



HACKETT: Section 12 — Road Addition

VARIATION 12

ACTON, Garryowen Drive: Modification of the road reservation of Garryowen Drive to enable the provision of further facilities associated with public enjoyment of the peninsula and to reduce conflicts between persons using Black Mountain peninsula for recreational activities and vehicles using Garryowen Drive.



ACTON : Garryowen Drive - Road Additions and Deletions

1. Purpose

The proposed variation would reduce conflicts between persons using Black Mountain peninsula for recreational activities and vehicles using Garryowen Drive and would also enable the provision of further facilities associated with public enjoyment of the peninsula.

2. Length

The total length of the proposed addition is 150m and length to be deleted is 370m.

3. Estimated cost

The total cost of the road changes and additional parking areas is \$0.1M.

4. Existing development

Garryowen Drive which was constructed during the 1960s is a loop road around the periphery of the Black Mountain peninsula. It encloses a large area of land which is being increasingly used by the public for recreation. In response to concerns expressed by the community about safety, particularly of children, the Department of Territories and Local Government effected a temporary road closure of part of the loop in May 1981. This temporary closure allows free safe movement, particularly by children, between a section of the peninsula and the foreshore and has been accepted by the public without complaint.

5. Proposed development

This development changes Garryowen Drive from a loop to a spine road which is located on the eastern ridge with a series of culs-de-sac that serve specific areas of the peninsula. The principle active recreation zone around the swimming area and the child's play area is served by two culs-de-sac. The existing bituminous boat ramp is serviced by a spur off the central

cul-de-sac and the grassed boat launching area is serviced by a spur off the southern cul-de-sac. The northern cul-de-sac services a new barbecue/picnic area. Parking is provided off the road system and log barriers are proposed to retain vehicles to the road system or adjacent parking areas.

6. Particular planning considerations

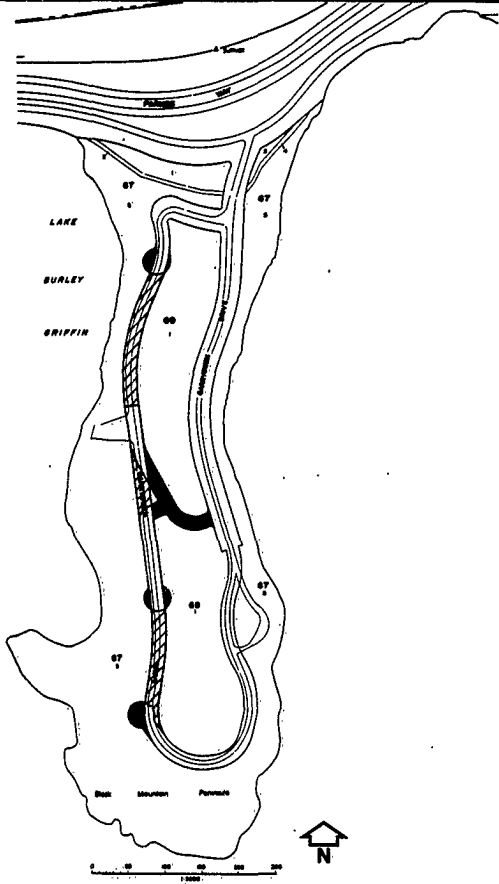
Planning for this area attempts to clarify routes to parkland destinations, minimises disturbance to natural vegetation by vehicles and maximise pedestrian safety.

7. Environmental considerations

The centre of the ridge north of the central cul-de-sac will be heavily planted with eucalyptus species to match the Black Mountain forest cover.

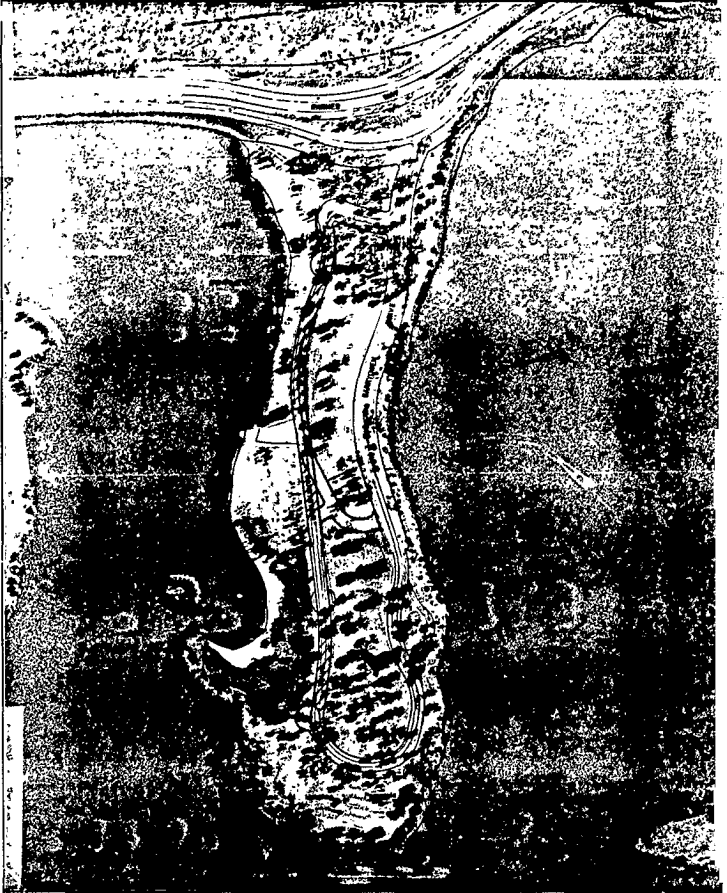
8. Public information

The Draft Development Plan for Black Mountain Peninsula will be published for public comment.



ROAD ADDITION: [Solid Black Box]
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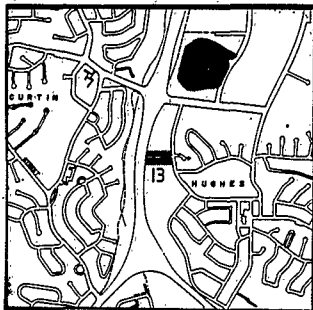
ACTON: Garryowen Drive — Road Additions and Deletions



ACTON: Garryowen Drive — Road Additions and Deletions

VARIATION 13

HUGHES, Section 54: Addition to the Plan of an existing access road to enable the leasing of a site to the North Woden Tennis Club.



HUGHES : Section 54 - Road Addition

1. Purpose

Addition to the Plan of an existing access road to enable the leasing of a site to the North Woden Tennis Club.

2. Area

Approximately 2329 m².

3. Cost

Nil

4. Existing Development

The road provides access to the Hughes Tennis Courts.

5. Proposed Development

A recently approved policy on the leasing of all tennis courts facilities in the ACT to their user organisations is being implemented by the Department. In accordance with this policy, it is proposed to lease the Hughes Tennis Courts to the North Woden Tennis Club.

6. Particular Planning Considerations

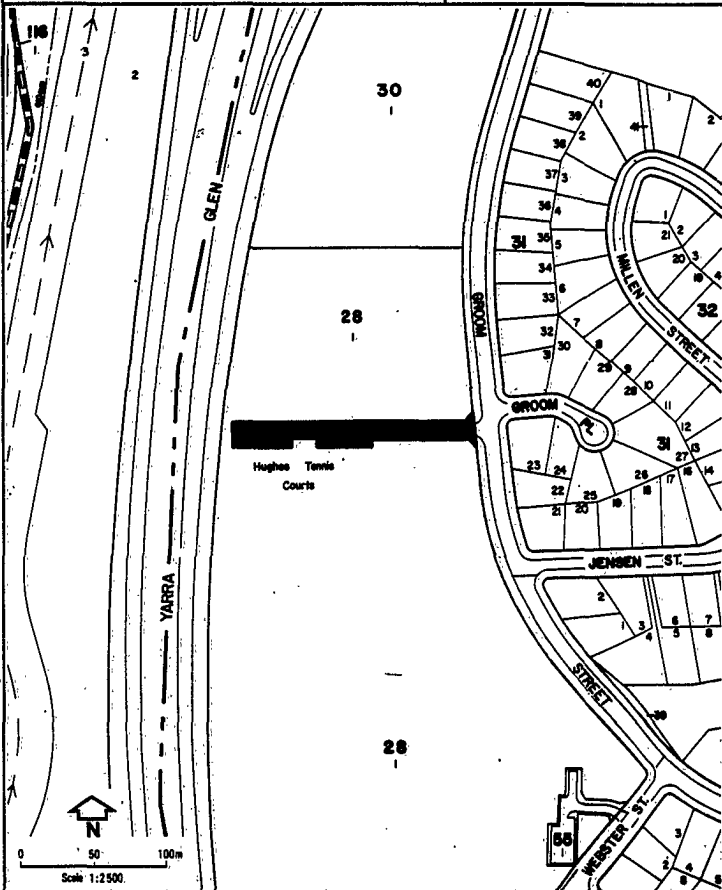
Nil

7. Public Consultation

Nil.

DTLG

VARIATION No. 13

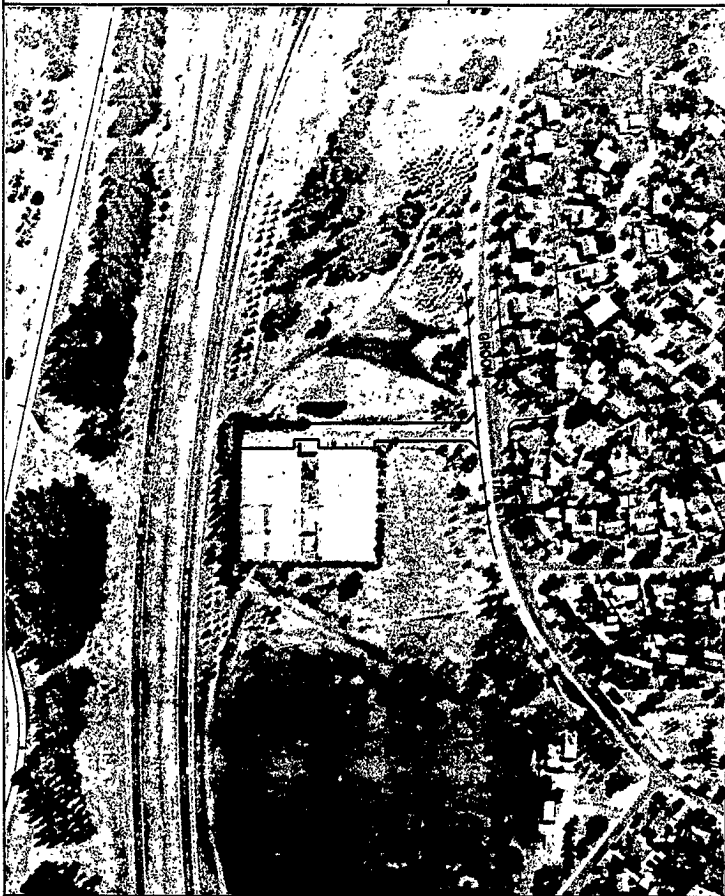


ROAD ADDITION [Solid Black Box]
ROAD DELETION [Hatched Box]

HUGHES: Section 54 — Road Addition

DTLG

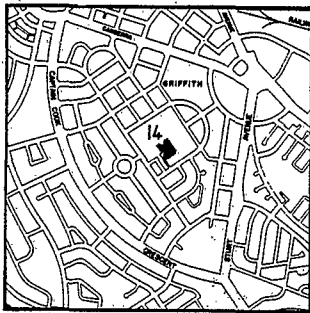
VARIATION No. 13



HUGHES: Section 54 — Road Addition

VARIATION 14

GRIFFITH, Section 78: Addition to the Plan of an existing access road to enable the leasing of a site to the Throaby Tennis Club.



GRIFFITH : Section 78 - Road Addition

1. Purpose

Addition to the Plan of an existing access road to enable the leasing of a site to the Throsby Tennis Club.

2. Area

Approximately 668 m².

3. Cost

Nil

4. Existing Development

The road provides access to the Throsby Tennis Courts, a City Parks Depot and a play centre.

5. Proposed Development

A recently approved policy on the leasing of all tennis courts facilities in the ACT to their user organisations is being implemented by the Department. In accordance with this policy, it is proposed to lease the Throsby Tennis Courts in Griffith to the Throsby Tennis Club.

6. Particular Planning Considerations

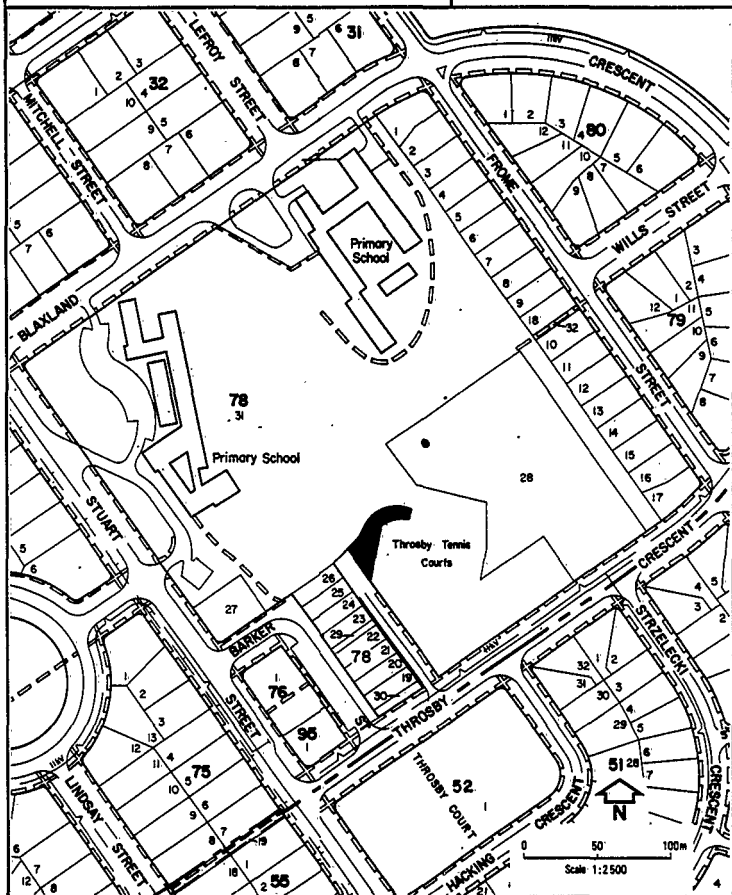
Nil

7. Public Consultation

Nil.

DTLG

VARIATION No. 14

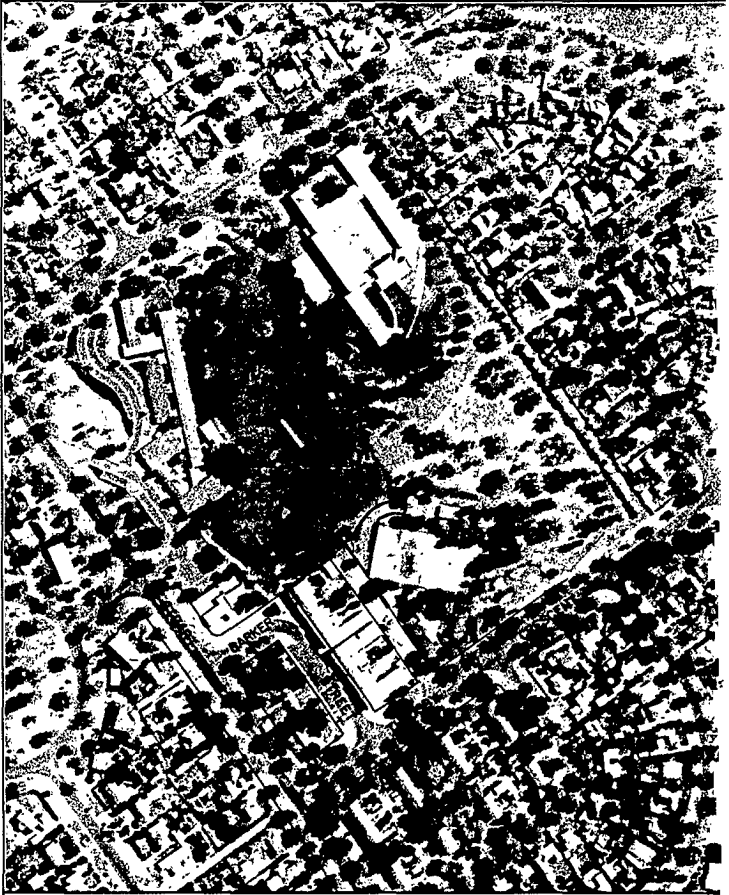


ROAD ADDITION
ROAD DELETION

GRIFFITH: Section 78 – Road Addition

DTLG

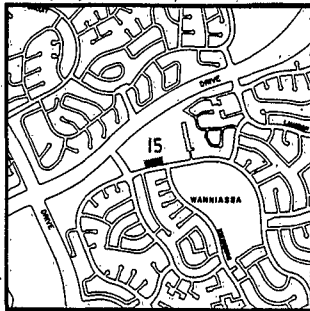
VARIATION No. 14



GRIFFITH: Section 78 — Road Addition

VARIATION 15

WANNIASSA, Section 292: Addition to the Plan of part of an existing bus turning circle which provides access to St. Anthony's Primary School, Wanniasa.



WANNIASSA : Section 292 - Road Addition

1. Purpose

Addition to the Plan of part of an existing bus turning circle which provides access to St Anthony's Primary School, Wanniasa.

2. Area

Approximately 670 m²

3. Cost

Nil

4. Existing Development

Block 5 Section 201 Wanniasa is occupied by St Anthony's Primary School. The bus turning circle on Block 2 Section 292 Wanniasa provides access and egress to the school.

5. Proposed Development

A lease of the site occupied by St Anthony's Primary School is to be finalised shortly.

Part of the road on Block 2 consists of two bridges over a floodway reservation. This portion of the road is to be added to the Plan. The remainder of the bus turn around facility will remain within the school site and responsibility for ongoing maintenance will rest with the school.

6. Particular Planning Considerations

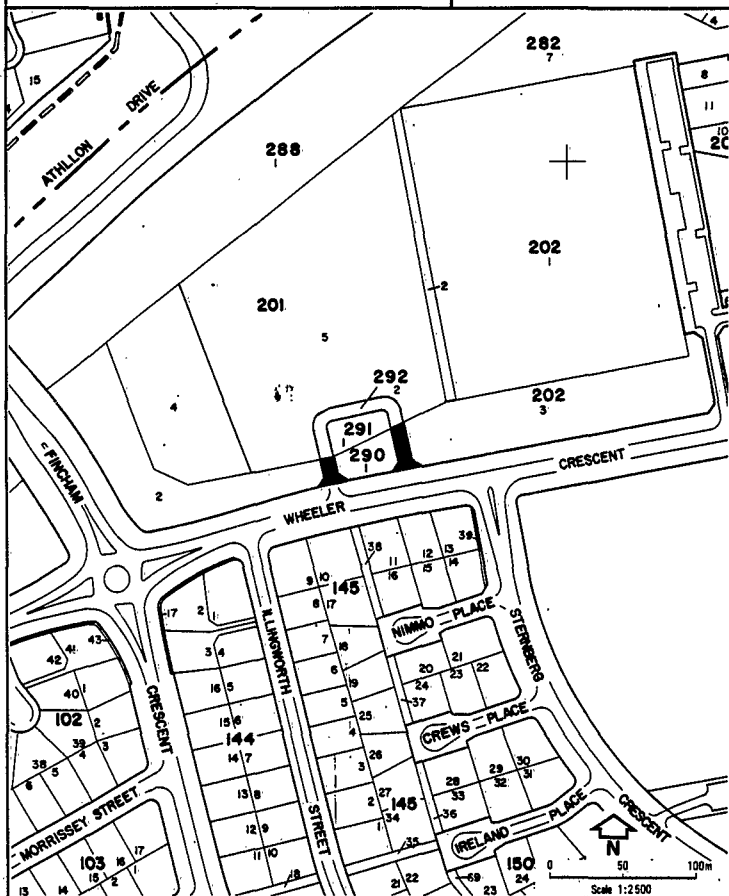
Nil

7. Public Consultation

Nil.

DTLG

VARIATION No. 15



ROAD ADDITION 
ROAD DELETION 

WANNIASSA: Section 292 — Road Addition

DTLG

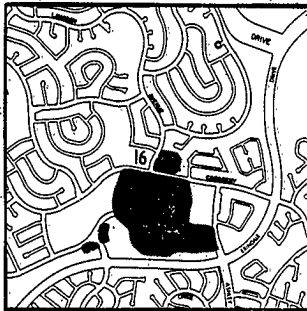
VARIATION No. 15



WANNIASSA: Section 292 — Road Addition

VARIATION 16

WANNIASSA, Section 277: Addition to the Plan of a road which will provide access to a proposed residential sub-division of Section 277 on the corner of Langdon Avenue and Sternberg Crescent.



WANNIASSA : Section 277 - Road Addition

1. Purpose

The proposed variation will permit residential subdivision of Section 277 on the corner of Langdon Avenue and Sternberg Crescent.

2. Length

The total length of the road to be constructed is 320m.

3. Estimated Cost

The cost of land servicing including road construction for the proposal is estimated to be \$252,000.

4. Existing Development

Section 277 adjoins existing standard residential development on the northern and eastern edges and the Erindale Centre is across Sternberg Crescent to the south.

5. Proposed Development

The site was originally intended for approximately 40 government courtyard houses. However, following extensive public consultation, 30 courtyard and cottage blocks and one site for aged persons units are proposed. Seventeen government houses and eight aged persons units will be developed as part of the 1983/84 government housing programme and thirteen blocks will be available for private housing development.

6. Particular Planning Considerations

In planning the area the views of the residents of the areas adjoining the site have been considered. The proposed development includes a childrens play area and pedestrian access

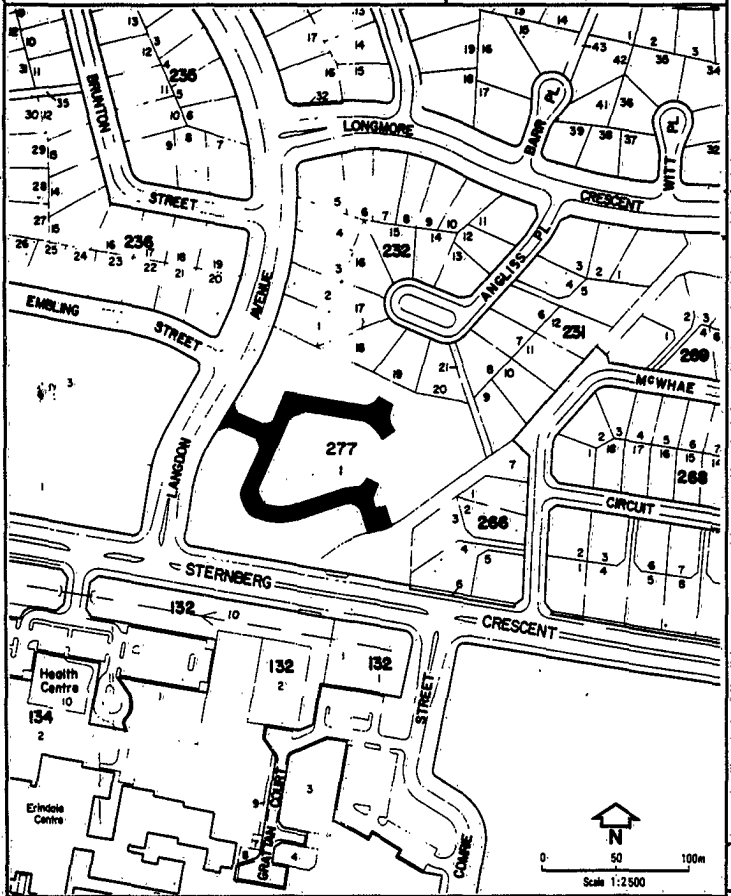
across the site to allow residents east of the site to walk to the existing bus stop in Langdon Avenue.

7. Environmental Considerations

Planning of the site ensures that noise intrusion levels from the Sternberg Crescent/Langdon Avenue intersection do not exceed acceptable limits for residential areas.

8. Public Consultation

Extensive consultation has been undertaken with residents of areas surrounding the site. The proposed development detailed in paragraph 5 above incorporates many of the suggestions put forward by residents ie, reduction in the number of government houses, provision of a playground, the incorporation of aged persons units and provision of private enterprise development.



ROAD ADDITION: 
 ROAD DELETION: 

WANNIASSA Section 277 — Road Addition



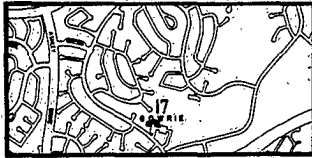
WANNIASSA Section 277 — Road Addition



Variation No. 17

VARIATION 17

GOWRIE, Section 280: Addition to the Plan of a carpark to permit the release of a future development site. The carpark is being constructed as part of a new retail development.



GOWRIE : Section 280 - Road Addition

Gazettal of parking area

1. Purpose

The proposal provides for the addition to the City Plan of a carpark to permit the release of a future development site. The carpark is being constructed as part of a new retail development.

2. Length

The parking area measures approximately 18 metres by 21 metres and will contain 14 carparking spaces.

3. Estimated cost

There is no cost to the Commonwealth. The carpark is to be constructed by the lessee of the retail centre (Block 6 Section 280).

4. Existing development

The retail site is located on the western side of Jeffries Street, a loop road (off Castleton Crescent) which also serves the recently opened Primary and Preschool. A gazetted and constructed carpark adjoins the eastern side of the retail site. This carpark was constructed to serve a previous proposal for a smaller retail centre. The rear of the retail centre site abutts a floodway beyond which are residential areas. The school is located on the northern arm of Jeffries Street and undeveloped sites for community facilities exist on the western arm. The retail site was sold at a public auction of 7 December 1982, and construction work has recently started on site.

5. Proposed development

The carpark is being constructed as part of the local retail facility of 700m² currently being constructed on Block 6. Previous proposals identified the site for a smaller centre of about 400 to 450m², akin to the Local Activity

Centres in Kambah and Wanniasa. However, Commission assessments have indicated that Local Activity Centres have not fully met the retail and community objectives envisaged for their development. The community elements have in most cases not been provided, and the supermarket element has generally been found to be too small to adequately meet a range of local convenience shopping needs, and the operational requirements of the main supermarket chains.

In future Tuggeranong development the Commission will generally revert to the previous Neighbourhood Centre model, ie a supermarket and four or more support shops. Gowrie was expanded to 700m² to meet this objective. Because the existing carparking area had been designed to serve a smaller centre, the conditions of development approval required the lessee to provide additional carparking spaces on Commonwealth land in accordance with Commission plans, standards and specifications. These works are required to be handed back to the Commonwealth prior to the opening of the retail centre.

6. Particular planning considerations

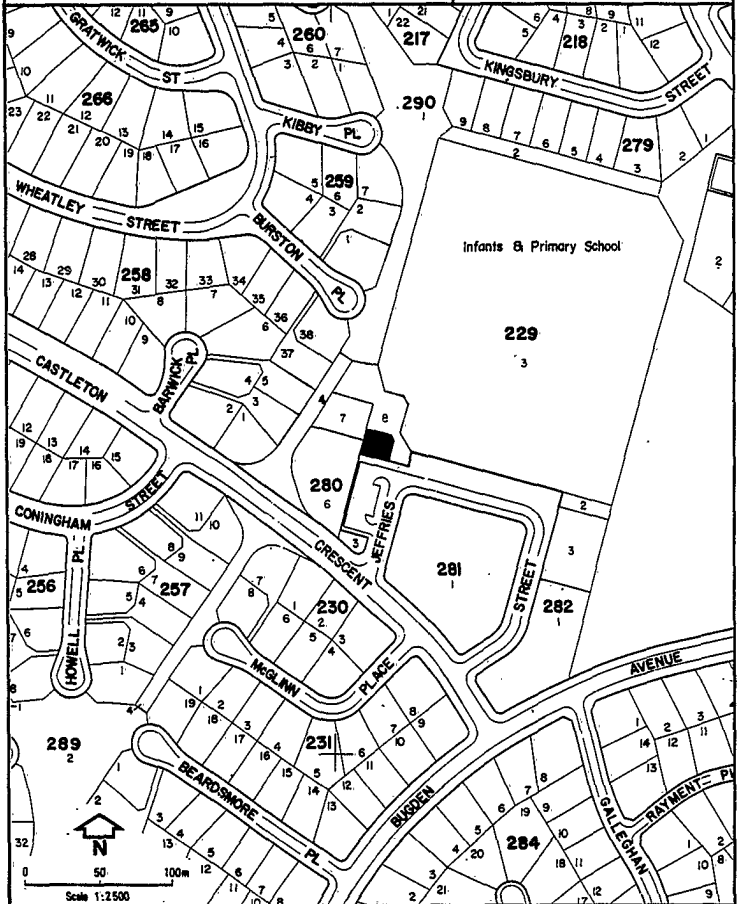
A site has been identified for future development to the north of the retail site. It could be developed for a range of uses including personal services, professional offices, including doctors surgeries, or additional retail uses. The gazettal of the new carpark is required to provide access and legal frontage to the future development site.

7. Environmental considerations

The retail centre conditions require landscaping and screen planting. The additional carpark is necessary to avoid parking on Jeffries Street and to minimise conflict with school traffic.

8. Public participation

Nil



ROAD ADDITION 
 ROAD DELETION 

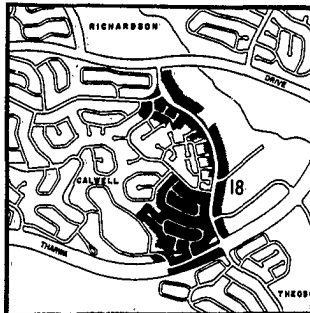
GOWRIE: Section 280 — Road Addition



GOWRIE: Section 280 — Road Addition

VARIATION 18

CALWELL EAST: Addition to the Plan of several access roads to permit the development of approximately 190 standard density housing sites; modification of the alignment of Ware Street to provide a more direct route to the suburb of Theodore. The proposed Tharwa Arterial is to be downgraded to an internal distributor road and land not required for this purpose is to be included in the residential suburbs of Calwell and Theodore.



CALWELL EAST : Road Additions and Deletions

1. Purpose

This proposal provides for the addition of residential roads to the City Plan to permit the development of approximately 16 hectares of land set aside in the early planning of the suburb for medium density housing.

It is further proposed that Were Street be realigned as a more direct route serving the suburb of Theodore to the south east of Calwell. The proposed Tharwa Arterial is to be downgraded to an internal distributor road and land not required for this purpose is to be included in the residential suburbs of Calwell and Theodore.

2. Length

The total length of the proposed new roads is 2800 metres. Were Street is 1250 metres in length.

3. Estimated Cost

Approximately \$460,000 for the residential roads and approximately \$470,000 for Were Street.

4. Existing Development

Section 796 contains an historic church building which is to be retained.

5. Proposed Development

It is proposed that Sections 755 and 763-767 inclusive be developed for standard housing. The total number of housing sites will be approximately 190.

6. Particular Planning Considerations

The proposed network is designed to provide a direct access to Central Tuggeranong from Calwell East and Theodore. There will be no direct access for vehicles from Were Street to the residential blocks fronting it.



7. Environmental Considerations

Acoustic mounding on Were Street to protect future housing will be required. A cyclepath will be constructed on the west verge to direct pedestrians/cyclists to the underpass, controlled crossing points or bus stops.

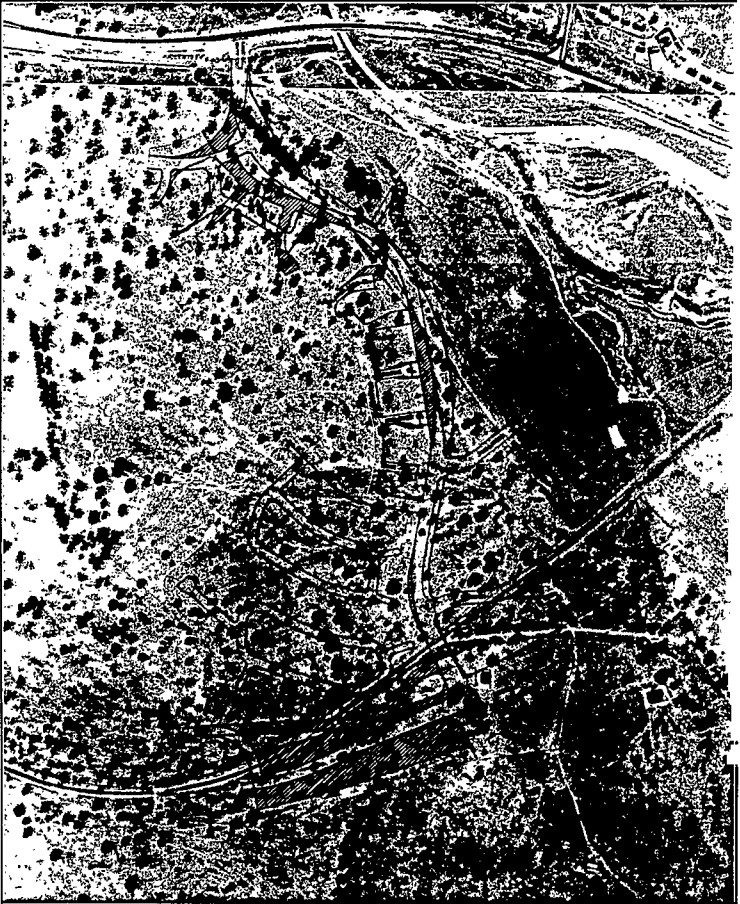
8. Public Consultation

Nil.



ROAD ADDITION 
ROAD DELETION 

CALWELL EAST: Road Additions and Deletions



CALWELL EAST: Road Additions and Deletions

Variation 19

The Committee has deferred the Inquiry into this item,
see report and Appendix V.



National Capital Development Commission

220 Northbourne Ave., Canberra, A.C.T. P.O. Box 373 Canberra City 2601, Australia
 Telephone: 46 8211 Area Code: 062 Telegrams: Comdev Canberra Telex: 62673
 All correspondence to be addressed to The Secretary and Manager.

In reply please quote:

Dear Mr Kelly,

One of the items listed for consideration by the Committee as part of the 81st Series of Variations to the City Plan relates to the provision of access to several new residential blocks in Tharwa. The Commission has finalised a Policy Plan for the village in consultation with residents and as part of that process has undertaken several studies into the impact of additional development in Tharwa and, in particular, the adequacy of water supply and sewerage.

Work done by the Commission in consultation with the Capital Territory Health Commission has indicated the need for a more detailed examination of the question of services in the village than has been undertaken to date. The Commission will have completed the studies in time for presentation to the Committee in the autumn 1984 series of variations.

The logical conclusion is that the item in the 81st Series should be withdrawn from this Series. It is the Commission's intention to resubmit it when the necessary investigations have been completed and the matters raised by residents can be properly answered.

Yours sincerely,

B.M. Browning
B.M. BROWNING
SECRETARY AND MANAGER

4 October 1983

Mr A.J. Kelly
 Secretary
 Joint Committee on the ACT
 Parliament House
CANBERRA ACT 2600

LEASING OF SPORTSGROUNDS - POLICY STATEMENT

General Policy

- The current policy of leasing only one enclosed ground to each sporting association is to be retained but expanded to enable the lease of further enclosed grounds, portions of district playing fields or uncommitted crown land to both sporting associations and clubs, provided local residential amenity is not materially affected and appropriate public consultation processes are undertaken.

Grounds

- Enclosed ovals - while some existing enclosed grounds may be offered for lease, the Department will always retain control of strategically located enclosed grounds to protect the interests of minority sports.
- District Playing Fields - portions of suitable district playing fields may be made available for lease provided that local residential amenity is not materially affected. Special consideration will be given to noise and traffic problems which may arise with the development of licensed club facilities. Appropriate prior consultation processes will be required.
- Neighbourhood Playing Fields - no neighbourhood ovals are to be leased.
- Uncommitted Crown Land - some areas of uncommitted crown land may be made available for lease to be developed as sports fields by either associations or clubs.

Lease Conditions

- An oval may be made available for leasing to an association or club if it can demonstrate sufficient need to warrant such an allocation and can demonstrate its financial capacity to maintain and develop a ground.
- Where appropriate, alternative season use is to be a requirement of the lease.
- Land to be considered for such use may be an existing enclosed oval, portions of appropriate district playing fields or uncommitted crown land.

- Where the land to be leased is an existing enclosed oval or a portion of a district playing field the lessee should purchase the improvements at full valuation over a period of say five (5) years, in addition to an annual rental of 4% of the unimproved capital value of the site.
- Where the land to be leased is uncommitted crown land, the lessee should pay either an annual rental of 4% of the unimproved capital value of the site or a premium of 50% of the unimproved capital value.
- In general the lease term should be for a period of twenty-five (25) years with an option for further extension.