

THE PARLIAMENT OF THE COMMONWEALTH OF
AUSTRALIA

JOINT COMMITTEE ON THE
AUSTRALIAN CAPITAL TERRITORY

REPORT ON
PROPOSALS FOR VARIATIONS OF
THE PLAN OF LAY-OUT OF
THE CITY OF CANBERRA
AND ITS ENVIRONS

(EIGHTY-THIRD SERIES)
FIRST REPORT

OCTOBER 1984

THE PARLIAMENT OF THE COMMONWEALTH OF
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FIRST REPORT

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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 D.R. Elder

RECOMMENDATIONS

The Committee approves variations 1-2, 5-8, 12 and 15 in the 83rd Series of Variations.

Introduction

1. In the Commonwealth of Australia Gazette, 21 August 1984, 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. The detail of the variations is discussed in the body of the report. 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 four occasions between 25 August and 5 September 1984. Displays showing the proposals were arranged by DTLG at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library, and the public library Erindale Centre, Wanniasa.

3. On 20 August 1984, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the items contained in the Minister's proposals and designated the 83rd 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. In his letter the Minister sought the assistance of the Committee in reporting to Parliament on variations 1 and 7 as soon as practicable.

4. In a further letter to the Committee dated 17 September 1984, the Minister indicated another six of the variations which had relative priority (copy of letter at Appendix II). This report deals with the eight priority items as indicated by the Minister. There were no objections to these items at the time the

83RD SERIES

Variation 1 - Florey, Road Additions

8. This proposal provides for the addition to the City Plan of access roads and culs-de-sac off existing gazetted distributor roads (Ratcliffe Crescent and John Cleland Crescent) in Florey. The proposal will permit the development of the two remaining areas of Florey (Florey NE and SE). The development will provide for approximately 900 standard and medium density housing blocks and 38.8 ha of open space.

9. The total number of residential blocks for Florey will be 1118 standard blocks, and 725 medium density, which are expected to accommodate a population of approximately 5800 persons.

10. Ratcliffe and John Cleland Crescents were gazetted as part of the 76th Series. At that time it was intended to release the eastern section of Florey for development by private enterprise. It is now proposed to provide standard and medium density blocks with a greater proportion of the latter. The provision of a greater proportion of medium density blocks is in accordance with a recommendation by a former Committee in the 75th Series in 1982.

11. The proposal for the development of Florey SE is to be carried out by the Housing Industry Association under a deed of land development with the Commission. Florey NE is to be developed in the normal manner by NCDC.

12. The Housing Industry Association proposal is the outcome of a Land and Housing Conference convened by the Minister for Territories and Local Government, the Hon. T. Uran, MP, in March 1984, in order to find a way of overcoming the shortage of land and housing in Canberra. The conference brought together representatives from the NCDC, the DTLG, the building industries and community groups.

Committee took evidence. The Minister also formally withdrew Variation 13, Section 507, Chisholm, because of objections received.

5. The Committee, in keeping with the practice established in the 30th Parliament, held a public hearing on the eight proposals on 24 September 1984. A list of the witnesses who appeared before the Committee is at Appendix III. The transcript of evidence given at that hearing will be available for inspection at the Committee Office of the House of Representatives and at the National Library.

6. 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. The ACT House of Assembly Standing Committee on Planning and Development had not had the opportunity to prepare a report on the variations at the time this Committee held its public hearing on eight of the proposals and the House of Assembly decided not to send a representative to the hearings. The Committee will invite the House of Assembly to give evidence when it considers the remaining items in the 83rd Series, and particularly the items to which there have been objections.

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 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 eight proposals dealt with in this Report is approximately \$12.88 million.

13. During the Conference it was agreed to examine proposals put forward by the Housing Industry Association and the ACT Master Builder's Association to undertake land and housing packages in order to increase the supply in response to demand. Subsequently, an in-principle agreement was reached with the Housing Industry Association for the servicing of blocks and the construction of housing in Florey South East subject to this variation approval.

14. The development of a part of Florey by the Housing Industry Association means that NCDC does not have to fund the full land development cost of the area. NCDC indicated that it could fund this year an equivalent number of additional blocks to those being developed by the Housing Industry Association, as a result of the Association undertaking the full development cost of the South-East section of Florey.

15. NCDC claimed though that the development by private enterprise of land could not necessarily be seen as a "saving" to the Commission. Such a conclusion assumed that the funds in NCDC's budget were constant and that therefore anything that was "saved" could be allocated to something else. This may not be the case. Secondly, NCDC claimed that the Commonwealth recovers money through the sale of land serviced by the Commission, so that there was not a saving to the Commonwealth in that sense. However, it meant that money was not required from the Commission's budget for the land development.

16. In this case the servicing of land and construction of housing by the Housing Industry Association will allow the acceleration of release of land and housing. The Committee supports these measures which will allow the acceleration of land servicing and construction of housing to assist in overcoming the existing shortage of housing for low and middle income earners.

17. In its Report on the 75th Series of Variations, the former Committee stated that it would not approve a variation involving the private development of residential land until:

it received from the NCDC and DCT copies of the draft guidelines that are currently being prepared governing the release of land in new residential subdivisions and setting out the responsibilities of private developers regarding servicing standards and marketing procedures.

18. The arrangements for the SE Florey development differ from the arrangements proposed previously for Florey in that they require the construction of houses as well as the servicing of land and they are not predicated on the basis of sale of vacant sites.

19. The Committee has been provided with the draft deed of land development for SE Florey which will provide the guidelines for development of the land and construction of the houses. The Committee asks that the final deed of land development be sent to it when arrangements have been concluded.

20. NCDC told the Committee that inspections of the SE Florey development will be carried out to ensure that the required standards set out in the deed of land development are adhered to.

21. The estimated cost for road construction is \$5 million. Total land development cost is estimated at \$11.25 million. No objections have been received.

22. The Committee approves the variation.

Variation 2 - Curruthers Street to Lady Denman Drive -
Cycleway Additions

23. This proposal provides for the addition to the City Plan of a trunk cycleway from Carruthers Street, Curtin, to the existing Yarramundi Reach cycleway at Lady Denman Drive, south of Government House. The proposal will allow cyclists to travel from Curtin to the lake trunk routes and beyond to Belconnen and is consistent with the Canberra Cycleways Policy Plan.

24. Construction of the cycleway will cut approximately 0.1 ha from Block 664 which is leased to Mrs Llewellyn and sub-leased to Mr Marcel Judd who conducts Marcel's School of Riding and Trekking. Mrs Llewellyn and Mr Judd have been consulted about the excision from the lease and have no objection. The Canberra Lakes Pony Club, Pedal Power and the Australian Heritage Commission have also been consulted about the cycleway.

25. The Committee was informed by NCDC that a cycleway from Weston Creek to the Lake Burley Griffen cycleway was included in the 1985/86 draft Construction Programme.

26. The length of the cycleway is approximately 3.1 km and the estimated cost of the project is \$227,000. No objections were received to the proposal.

27. The Committee approves the variation.

Variation 5 - Deakin, Section 37

28. This proposal provides for the addition to the Plan of a section of road to provide a link between Thesiger Court and Geils Court in the Deakin National Institutions Area. The proposed road will provide improved vehicular circulation within the area and also provide frontage to two planned blocks.

29. All land in the National Institutions area is now effectively committed. NCDC informed the Committee that there were two areas which could accommodate future national associations and organisations seeking to establish offices in Canberra. There was an area on Constitution Avenue which had been developed by private enterprise and which was accommodating national organisation buildings. NCDC was also examining a site in West Deakin, south of the existing National Institutions area, as a future location for national organisations. This site would be fairly similar in scale to the existing National Institutions Area.

30. The estimated cost of the link road is approximately \$60,000 and no objections were received to it.

31. The Committee approves the variation.

Variation 6 - Isaacs, Northwest

32. This proposal provides for a modification of a gazetted road reservation in Isaacs to provide a minor road link between Isaacs and O'Malley.

33. The proposed road link will provide access for residents along the future Nungawal Drive to the proposed Isaacs Community/Shopping Centre, without having to travel on an arterial road (Yamba Drive). The proposal will also allow bus services to operate through Isaacs and O'Malley without having to travel on Yamba Drive.

34. The link road is necessary as it is not planned to construct the section of Nungawal Drive between Yamba Drive and Cobbadah Street at this time and, according to NCDC, this section of road may never be constructed. If Nungawal Drive is constructed in total in the future it will only be a minor road and not a major distributor as provided for in the Woden District Plan.

35. The estimated cost of the section of road is \$200,000. No objections were received.

36. The Committee approves the variation.

Variation 7 - Deakin, Section 45

37. This variation proposes a modification to the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit to enable the construction of a roundabout to improve road safety at the intersection.

38. This is one of the roundabouts which is a part of an integrated package of traffic measures proposed by the Department of Territories and Local Government to restrict the growth of traffic associated with the effect of the New Parliament House. The Committee has examined this proposal during the 78th Series of Variations and will report in detail on it separately. The Committee supports the Department's package of proposals as providing an effective way of deterring traffic from using the residential streets of Deakin and Forrest as an unintended alternative route to southern suburbs.

39. This roundabout together with roundabouts at the intersections of Kent Street and Strickland Crescent and Stonehaven Crescent and Melbourne Avenue (which do not require gazettals) are planned to be constructed in this financial year. These roundabouts have received priority over the others proposed as part of the integrated package of measures on the basis of their priority from a road safety point of view.

40. Residents in the area adjacent to the roundabout have been consulted about the proposal and are satisfied that they will have adequate access to their properties. The roundabout will be landscaped to ensure that it is aesthetically attractive.

41. Latrobe Park, from which a small portion will be excised to allow construction of the roundabout, is an ungazetted public park. DTLG informed the Committee that many other public parks were ungazetted but that a process of identification and declaration of parks under the Public Parks Ordinance was underway. The Committee believes this process should be accelerated so that areas reserved as public parks are appropriately gazetted.

42. The Committee approves the variation.

Variation 8 - Narrabundah, Section 1

43. This variation proposes the deletion from the City Plan of a small section of the road reservation of Goyder Street, Narrabundah to enable the leasing of a caretaker's cottage associated with the Narrabundah Oval to the Aboriginal Corporation for Sporting and Recreational Activities.

44. The Aboriginal Corporation, a subsidiary of the Aboriginal Development Commission, commenced a 50 year lease over the Narrabundah Oval and associated buildings on 1 April 1984. The variation to the City Plan will allow the caretaker's cottage, which currently encroaches on the road reservation of Goyder Street, to be included in the lease to the Aboriginal Corporation. The cottage is currently occupied by the Aboriginal Corporation under a tenancy arrangement associated with the leasing of the oval and buildings.

45. The lease granted to the Aboriginal Corporation over the oval is a concessional arrangement similar to the concessional rates afforded to parent sporting associations for the lease of a "home ground". The lessee is responsible for the maintaining of the oval. DTLG was satisfied that the Aboriginal Corporation would be able to meet the cost of rental and maintenance of the oval. According to DTLG, the Aboriginal Development Commission has provided the necessary guarantees that the Aboriginal Corporation will be able to meet the costs of rental and maintenance.

46. The leasing conditions require that the oval continue to be available for other sporting organisations and specific provision has been made in the lease for use of the oval by the A.C.T. Cricket Association. There had been no objections from other sporting organisations to the leasing of the oval to the Aboriginal Corporation.

47. The Committee approves the variation.

Variation 12 - Gilmore, Section 65

48. This variation proposes to extend three culs-de-sac and link two other culs-de-sac into a loop road to enable development of a low density cluster site and standard density residential blocks in Gilmore. It is planned that the cluster housing will be developed by a single developer.

49. The site was originally left as a buffer zone between Isabella Drive and the sub-division of Gilmore. The width of this zone is now considered excessive and a maintenance burden.

50. The construction of another carriageway to duplicate Isabella Drive will take place on the Macarthur side of Isabella Drive.

51. NCDC tests on noise levels from Isabella Drive indicate that its desired standard of noise level can be achieved at a distance of 30 metres from the road. The houses on the extended culs-de-sac and loop road will, in fact, be not less than 50 metres from the road. No specific noise reduction measures would be taken then other than the usual landscaping and tree planting.

52. The cost of the proposal is \$500,000 and no objections were received.

53. The Committee approves the variation.

Variation 15 - Gilmore, Section 58

54. This proposal provides for the addition to the Plan of access roads and modifications to the road reservation of two gazetted culs-de-sac in Gilmore to enable the development of 50 standard residential blocks in the area.


55. Originally the site was identified for development as a primary school with playing fields. Following the rerouting of a major floodway and subsequent re-planning, it is now proposed to develop standard density housing in addition to the primary school and playing fields.

56. The floodway will now pass through Block 3 in Section 58 and this area will be developed as playing fields.

57. No objections were received to the variation and its cost is estimated at approximately \$600,000.

58. The Committee approves the variation.

2 October 1984


(MARGARET REID)
Acting Chairman



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 A.C.T. 2600

20 AUG 1984

Dear colleague ^{Ken}

On 21 August 1984, notice of my intention to vary the plan of layout of the City of Canberra and its environs, representing the 83rd 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.

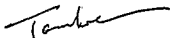
A total of fifteen variations to the Plan are included in this series. In accordance with normal procedures public participation will be encouraged through media release, press advertisements and displays. All comments or objections relating to the variation proposals which are received by the Department will be forwarded to the Committee for consideration during its examination of the proposals.

I seek the assistance of the Committee in reporting to Parliament on Variation 1 and Variation 7 as soon as practicable.

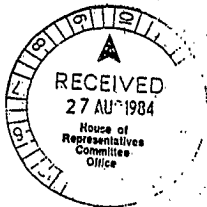
Variation 1 relates to the addition of roads in eastern Florey for the purpose of servicing approximately 900 standard and medium density housing blocks. I have given an "in principle" approval to the Housing Industry Association undertaking the land development and construction of housing on the Florey Southeast site for the purpose of bringing more housing land onto the market as early as possible. Consequently I would appreciate it if the Committee could give priority to its consideration of this variation.

Variation 7 relates to the modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin to enable the construction of a roundabout. As the Committee has already been informed, following consideration of the broader traffic management issues associated with the New Parliament House the Department of Territories and Local Government and the National Capital Development Commission agreed that a roundabout should be constructed at the intersection to improve road safety and to slow down traffic in this stretch of Stonehaven Crescent. It is on this basis that I seek the Committee's assistance in giving Variation 7 priority.

Yours fraternally

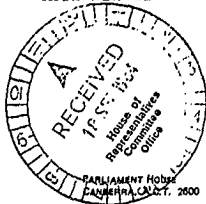


TOM UREN





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



17 SEP 1984

Mr K L Fry MP
Chairman
Joint Committee on the ACT
Parliament House
CANBERRA ACT 2600

Dear Colleague

On 20 August 1984 I wrote to you formally referring the 83rd series of variations to the City Plan to the Joint Committee on the ACT and sought the Committee's assistance in reporting as soon as possible to Parliament on two particular items of importance.

In view of the possibility that the Committee may have only a short time to consider and report on the remaining items I have attached a list indicating a preferred sequence of consideration based on the relative priority of each proposal. While the Committee will use its own judgment in determining priorities, I hope the list will be a useful guide.

The Department and the National Capital Development Commission have received a number of objections in relation to the proposed addition of roads and the associated residential development in Section 507 Chisholm. In view of these objections, the National Capital Development Commission has advised that further consultation is necessary in an attempt to reach agreement on planning proposals for Section 507 Chisholm. I therefore formally withdraw my intention to proceed with Variation 13 of the 83rd series of variations to the City Plan.

Yours fraternally

TOM UREN

ORDER OF PRIORITY

1. Variation 1 - Florey
 2. Variation 7 - Deakin, Section 45
 3. Variation 6 - Isaacs
 4. Variation 8 - Narrabundah Section 34
 5. Variation 12 - Gilmore Section 65
 6. Variation 15 - Gilmore Section 58
 7. Variation 5 - Deakin Section 37
 8. Variation 2 - Curtin Cycleway
- } previously advised
} to the Committee

List of Witnesses

Department of Territories and Local Government

Mr R. G. Gallagher, Acting First Assistant Secretary

Mr B. J. Bothwell, Town Planner

National Capital Development Commission

Mr M.M.B. Latham, Associate Commissioner

Mr G. J. Campbell, Chief Planner

Mr S. H. Baker, Chief Engineer

Department
of
Territories
and Local
Government

National
Capital
Development
Commission

Seat of Government
(Administration)
Act 1910

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

83rd Series

**Briefing
Material
Public
Comments
and
Objections**

Prepared for the
Parliamentary
Joint Committee
on the ACT

Canberra
September 1984

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PUBLIC COMMENT AND OBJECTIONS

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SEAT OF GOVERNMENT ADMINISTRATION ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE
CITY OF CANBERRA AND ITS ENVIRONS (83RD 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 No. S325 of 21 August 1984. The material has been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 83rd 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 20 August 1984 pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 83rd series of variations comprises 15 items, 10 of which are being sponsored by the National Capital Development Commission and 5 by the Department of Territories and Local Government.

Copies of all public comments and objections received as a result of the Department's publicity of the proposals are forwarded to the Committee.



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 A.C.T. 2600

20 AUG 1984

Dear colleague

On 21 August 1984, notice of my intention to vary the plan of layout of the City of Canberra and its environs, representing the 83rd 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.

A total of fifteen variations to the Plan are included in this series. In accordance with normal procedures public participation will be encouraged through media release, 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.

I seek the assistance of the Committee in reporting to Parliament on Variation 1 and Variation 7 as soon as practicable.

Variation 1 relates to the addition of roads in eastern Florey for the purpose of servicing approximately 900 standard and medium density housing blocks. I have given an "in principle" approval to the Housing Industry Association undertaking the land development and construction of housing on the Florey Southeast site for the purpose of bringing more housing land onto the market as early as possible. Consequently I would appreciate it if the Committee could give priority to its consideration of this variation.

Variation 7 relates to the modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin to enable the construction of a roundabout. As the Committee has already been informed, following consideration of the broader traffic management issues associated with the New Parliament House the Department of Territories and Local Government and the National Capital Development Commission agreed that a roundabout should be constructed at the intersection to improve road safety and to slow down traffic in this stretch of Stonehaven Crescent. It is on this basis that I seek the Committee's assistance in giving Variation 7 priority.

Yours fraternally

TOM UREN

PUBLIC INFORMATION

As part of its policy to stimulate public interest in the proposals, the Department mounted displays showing the intended variations at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Coleman Court, Dickson Library and the Public Library, Erindale Centre, Wanniasa. The Department also advertised the variations in the Canberra Times on four occasions.

MEDIA STATEMENT

Department of Territories
and Local Government

Fifteen changes are proposed in the 83rd Series of Variations to the City Plan announced today by the Department of Territories and Local Government.

The changes provide for -

- . Addition of access roads in eastern Florey to service approximately 900 standard and medium density housing blocks;
- . Addition of a trunk cycleway from Carruthers Street, Curtin to the existing cycleway at Lady Denman Drive, south of Government House;
- . Deletion of an unconstructed section of cycleway which encroaches onto the Australian National Gallery site and addition of the actual cycleway which is located outside the site;
- . Addition of a road in Stirling to provide access to a proposed subdivision of standard residential blocks within Block 8 Section 24;
- . Addition of a section of road in Section 37 Deakin to improve vehicular circulation within the Deakin National Institutions area;
- . Modification of a gazetted road reservation in Isaacs to provide a minor road link between Isaacs and O'Malley;
- . Modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin to enable the construction of a roundabout to improve road safety at the intersection;
- . Deletion of a small part of the road reservation of Goyder Street, Narrabundah to enable the leasing of Narrabundah Oval and associated Commonwealth buildings;

- . Deletion of a section of the road reservation at the intersection of William and Hazel Streets, Oaks Estate to restore the original boundaries of Blocks 20 and 21 Section 11;
- . Addition of an existing carpark off Primmer Court, Kambah to provide vehicular access to the proposed development on Block 35 Section 346;
- . Addition of access roads and culs-de-sac in Chisholm to enable the development of 2 separate subdivisions of standard residential blocks;
- . Modifications to roads in Northeast Theodore to provide an improved road layout;
- . Addition of roads and modifications to culs-de-sac in Gilmore to enable the development of medium density and standard residential blocks.

Twenty one days are allowed for public submissions or objections to the intended changes, which must be sent to the Department of Territories and Local Government. All submissions received by the closing date of 11 September 1984 will be forwarded to the Parliamentary Joint Committee on the ACT for consideration during its public hearing into the proposals.

The intended changes will be on display at the Belconnen and Monaro Malls, Woden Shopping Square, Dickson Library, Cooleman Court and the Erindale Library, Wanniasa until the closing date for lodgement of submissions. Copies of the Commonwealth of Australia Gazette containing the Notice of Intention to vary the Plan are available at the Government Bookshop in Alinga Street, City.

22 August 1984



DEPARTMENT OF TERRITORIES AND LOCAL GOVERNMENT

83rd SERIES OF VARIATIONS TO THE CITY PLAN

In the Gazette No 8325 of Tuesday, 21-8-84, the Minister for Territories and Local Government, The Hon. 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 184, Canberra, 2601, no later than 5.00pm on Tuesday 11-9-84. Submissions may also be lodged by hand at Room 266, South Building, Civic Offices, London Circuit, Canberra.

The proposed variations and any objections or comments received will be referred to the Parliamentary Joint Committee on the ACT which will conduct a public hearing 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 Belconnen and Manero Malls, Wooden Shopping Squares, Coolman Court, Dickson Library and the Public Library, Eureka Centre, Wanniassa.

VARIATION 1

FLOREY, Northeast/Southeast: Addition to the Plan of access roads off previously gazetted distributor roads to permit the development of Eastern Florey. The proposed development will provide approximately 300 standard and medium density housing blocks and 35.8 hectares of open space.

VARIATION 2

CURTIN, Carriageway Street to Lady Denman Drive: Addition to the Plan of a trunk cycleway from Carriageway Street, Curtin to the existing cycleway at Lady Denman Drive, south of Government House, to allow movement from Curtin to the lake trunk routes and beyond to Belconnen.

VARIATION 3

PARKES, Section 29: Deletion from the Plan of an unconstructed section of cycleway which encroaches onto the Australian National Gallery site, Block 5, Section 29, Parkes, and addition to the Plan of the actual cycleway which is located outside Block 5.

VARIATION 4

STURLING, Section 24: Addition to the Plan of an access road off Fremantle Drive, to permit the development of 74 standard residential blocks within Block 8 Section 24, Stirling.

VARIATION 5

DEAKIN, Section 37: Addition to the Plan of a section of road to provide a link between Theesiger Court and Gais Court in the Deakin National Institutions Area, Section 37 Deakin. The proposed road will provide improved vehicular circulation within the area and also provide frontage to 2 planned blocks.

VARIATION 6

ISAACS, Northwest: Modification of a gazetted road reservation in Isaacs to provide a minor road link between Isaacs and O'Malley. A link between the suburbs is required to provide access for residents of O'Malley and the Isaacs blocks along the future Nungawal Drive to the proposed Isaacs Community/Shopping Centre.

VARIATION 7

DEAKIN, Section 48: Modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin, to enable the construction of a roundabout to improve road safety at the intersection.

VARIATION 8

NARRABUNDAN, Section 34: Deletion from the Plan of a small part of the road reservation of Gaydar Street, Narrabundah, to enable the leasing of Narrabundah Oval and associated Commonwealth buildings to the Aboriginal Development Commission.

VARIATION 9

OAKS ESTATE, Section 11: Deletion from the Plan of a section of the road reservation at the intersection of Wilham and Hazel Streets, Oaks Estate, to restore the original boundaries of Blocks 20 and 21 Section 11. The proposed road deletion will regulate the block boundaries to make them consistent with current usage.

VARIATION 10

KAMBARI, Section 346: Addition to the Plan of an existing road and carpark off Primmer Court to provide vehicular access to the proposed development on Block 35 Section 346 Kambari. The carpark will continue to provide parking facilities for the Kambari Village Centre in addition to providing vehicular access to Block 35.

VARIATION 11

CHISHOLM, Section 875: Addition to the Plan of an access road off Norms Street together with 3 cul-de-sacs to enable the development of 61 standard residential blocks within Block 3 Section 875 Chisholm.

VARIATION 12

GILMORE, Section 88: Modifications to the Plan in Gilmore to extend 3 cul-de-sacs and link 2 other cul-de-sacs into a loop road to enable the development of an area for medium density and standard residential blocks.

VARIATION 13

CHISHOLM, Section 507: Addition to the Plan of 2 cul-de-sacs off Cith Crescent to enable the development of 33 standard density residential blocks within Section 507 Chisholm.

VARIATION 14

THEODORE, Northeast: Modifications to the Plan in Northeast Theodore to provide an improved road layout and to allow for additional blocks on land which could not be developed under the existing layout.

VARIATION 15

GILMORE, Section 58: Addition to the Plan of access roads and modifications to the road reservation of 2 gazetted cul-de-sacs in Gilmore to enable the development of 50 standard density residential blocks.

Telephone inquiries should be directed to Mr N. Gascoigne on 482466 or Mrs S. Preezy on 482316.

NOTES ON THE 81A AND 82ND SERIES OF VARIATIONS

The Parliamentary Joint Committee on the A.C.T. conducted a public hearing as part of its investigations into the 81A series of variations on 23.2.84 and recommended approval of the single variation which related to the White Industries development in Civic.

The 82nd series, comprising 18 items, was considered in stages by the Committee which first recommended approval of variation 5 which related to the development of Section 57 Lyneham and variation 15 relating to the proposed Chisholm Centre.

The Minister's Notice of Variation reflecting the Committee's recommendations on the 81A series and variation 5 and 15 of the 82nd series was tabled in both Houses of Parliament on 29.5.84 and these variations are now effective.

In its second report, the Committee approved 15 of the remaining 16 items of the 82nd series. The Minister's Notice of Variation was tabled in both Houses of Parliament on 31.5.84 and these items are now effective.

Variation 8 of the 82nd series which proposed the addition to the City Plan of a cycleway from Kings Park, Parkes to Bowen Park, Barton through the Jerrabomberra Wetlands was subject to further investigation by the Committee. The Committee's report and recommendations of 23.8.84 are now being considered.

EXPLANATORY STATEMENT
83RD SERIES OF VARIATIONS

VARIATION 1 (Detail Map P5)

FLOREY, Northeast/Southeast: Addition to the Plan of access roads off previously gazetted distributor roads to permit the development of Eastern Florey. The proposed development will provide approximately 900 standard and medium density housing blocks and 38.8 hectares of open space.

VARIATION 2 (Detail Maps N5 and M5)

CURTIN, Carruthers Street to Lady Denman Drive: Addition to the Plan of a trunk cycleway from Carruthers Street, Curtin to the existing cycleway at Lady Denman Drive, south of Government House, to allow movement from Curtin to the lake trunk routes and beyond to Belconnen.

VARIATION 3 (Detail Map N5)

PARKES, Section 29: Deletion from the Plan of an unconstructed section of cycleway which encroaches onto the Australian National Gallery site, Block 5 Section 29 Parkes, and addition to the Plan of the actual cycleway which is located outside Block 5.

VARIATION 4 (Detail Map M5)

STIRLING, Section 24: Addition to the Plan of an access road off Fremantle Drive, to permit the development of 74 standard residential blocks within Block 8 Section 24 Stirling.

VARIATION 5 (Detail Map M5)

DEAKIN, Section 37: Addition to the Plan of a section of road to provide a link between Thesiger Court and Geils Court in the Deakin National Institutions Area, Section 37 Deakin. The proposed road will provide improved vehicular circulation within the area and also provide frontage to 2 planned blocks.

VARIATION 6 (Detail Map M5)

ISAACS, Northwest: Modification of a gazetted road reservation in Isaacs to provide a minor road link between Isaacs and O'Malley. A link between the suburbs is required to provide access for residents of O'Malley and the Isaacs blocks along the future Nungawal Drive to the proposed Isaacs Community/ Shopping Centre.

VARIATION 7 (Detail Map M5)

DEAKIN, Section 45: Modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin to enable the construction of a roundabout to improve road safety at the intersection.

VARIATION 8 (Detail Map M5)

NARRABUNDAH, Section 34: Deletion from the Plan of a small part of the road reservation of Goyder Street, Narrabundah to enable the leasing of Narrabundah Oval and associated Commonwealth buildings to the Aboriginal Development Commission.

VARIATION 9 (Detail Map M6)

OAKS ESTATE, Section 11: Deletion from the Plan of a section of the road reservation at the intersection of William and Hazel Streets, Oaks Estate to restore the original boundaries of Blocks 20 and 21 Section 11. The proposed road deletion will regularise the block boundaries to make them consistent with current usage.

VARIATION 10 (Detail Map L5)

KAMBAH, Section 346: Addition to the Plan of an existing road and carpark off Primmer Court to provide vehicular access to the proposed development on Block 35 Section 346 Kambah. The carpark will continue to provide parking facilities for the Kambah Village Centre in addition to providing vehicular access to Block 35.

VARIATION 11 (Detail Maps L5 and K5)

CHISHOLM, Section 575: Addition to the Plan of an access road off Norriss Street together with 3 culs-de-sac to enable the development of 61 standard residential blocks within Block 3 Section 575 Chisholm.

VARIATION 12 (Detail Map L5)

GILMORE, Section 65: Modifications to the Plan in Gilmore to extend 3 culs-de-sac and link 2 other culs-de-sac into a loop road to enable the development of an area for medium density and standard residential blocks.

VARIATION 13 (Detail Map K5)

CHISHOLM, Section 507: Addition to the Plan of 2 culs-de-sac off Clift Crescent to enable the development of 33 standard density residential blocks within Section 507 Chisholm.

VARIATION 14 (Detail Map K5)

THEODORE, Northeast: Modifications to the Plan in Northeast Theodore to provide an improved road layout and to allow for additional blocks on land which could not be developed under the existing layout.

VARIATION 15 (Detail Map K5)

GILMORE, Section 58: Addition to the Plan of access roads and modifications to the road reservation of 2 gazetted culs-de-sac in Gilmore to enable the development of 50 standard density residential blocks.

Variation No. 1

VARIATION 1

FLOREY, Northeast/Southeast: Addition to the Plan of access roads off previously gazetted distributor roads to permit the development of Eastern Florey. The proposed development will provide approximately 900 standard and medium density housing blocks and 38.8 hectares of open space.



FLOREY: ROAD ADDITIONS

1. Purpose

This proposal provides for the development of the two remaining areas of Florey. It comprises access roads and culs-de-sac off existing gazetted distributor roads (Ratcliffe Crescent and John Cleland Crescent).

2. Background

Florey is the most central and largest neighbourhood in Belconnen and is bounded by Ginninderra Drive, Coulter Drive, Southern Cross Drive, and Kingsford Smith Drive.

Florey NE and SE comprise 130 ha adjacent to Coulter Drive and will provide some 900 standard and medium density housing blocks and 38.8 ha of open space.

The Existing population of Florey is 370 and is located totally within the South Western corner of the site.

Ratcliffe Crescent, John Cleland Crescent and the Busway, were gazetted as a part of the 76th Gazettal Series at a time when it was intended to release the Eastern Section of Florey for development by private enterprise. The proposal now is to subdivide this area with standard and medium density blocks, with the emphasis on providing a greater proportion of medium density blocks (in accordance with the Parliamentary Joint Committee recommendation). The total numbers of residential blocks for Florey are 1118 standard blocks, and 725 medium density, which are expected to accommodate a population of approximately 5800 persons.

The completion of Florey SE is to be accelerated by comprehensive land servicing and housing development by the Housing Industry Association under a deed of land development with the Commission. Florey NE will be developed in the normal way by NCDC with block turnoff programmed from March 1985.

3. Length

The total length of roads in the two development areas is 16,300m comprising:

- (a) 11,700m access roads; and
- (b) 4,600m culs-de-sac.

4. Estimated Cost

Approximately \$5 million for road construction. Total land development - estimated cost is \$11.25 million.

5. Existing Development

Existing development in Florey has occurred in the south western corner and consists of 58 standard blocks and 46 medium density blocks.

6. Proposed Development

Residential

The road variations will permit the development of 454 standard residential blocks and 446 medium density housing units (including cluster releases). The standard residential blocks have an average area of 870 square metres, ranging from 690 square metres to 1450 square metres, which is comparable to the other planned areas of Florey.

Land servicing for Florey NE is programmed for commencement in the 1984/85 financial year and first block turnoff is expected approximately June 1986. First residents could be expected by December 1986.

Roads and Traffic

Traffic generation from the proposed NE and SE Florey developments will be approximately 900-1000vpd with the major movement being in a south to south easterly direction following the distributor road network.

7. Planning Principles

Medium density housing blocks have been mainly located near to community facilities and transport routes.

Pathway systems provide for connections into adjacent facilities, via existing underpasses under Southern Cross, Coulter and Ginninderra Drives. Internal paths also connect to the existing trunk cycleway in Florey NE and to the proposed cycleway link along the northern side of Southern Cross Drive linking West Florey to Belconnen Town Centre. New underpasses under Ratcliffe Crescent and John Cleland Crescent are proposed to link the residential areas to the school, playing field and shops.

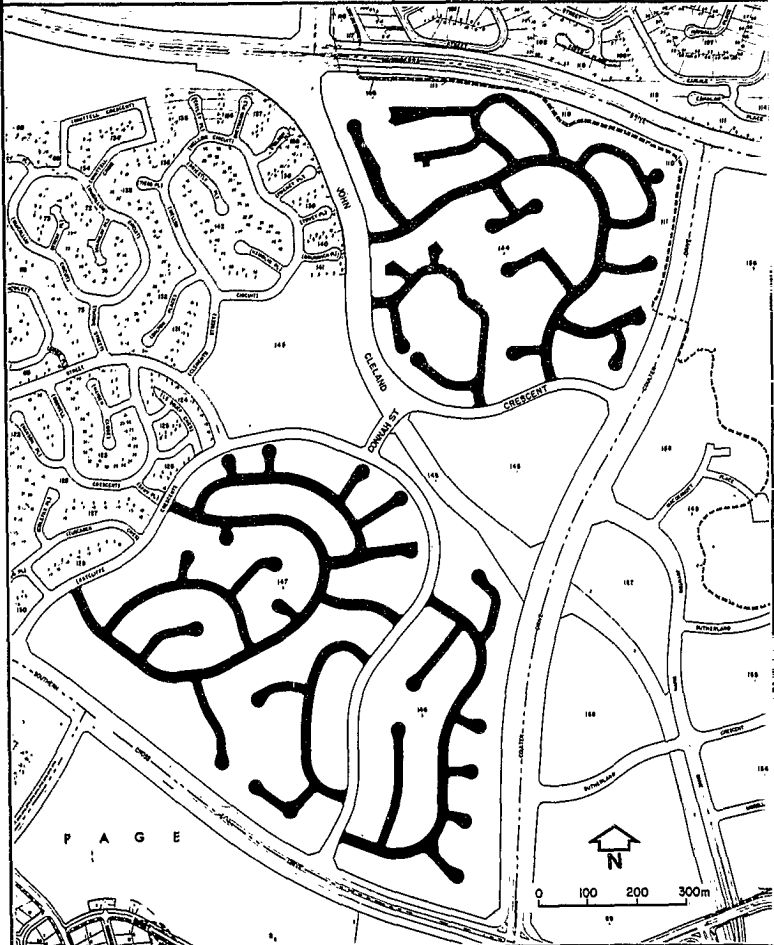
A major open space system extending from the north-west of the site provides for main sewerage and drainage as well as incorporating pedestrian paths. Blocks adjacent to this area will require filling up to a maximum depth of one metre.



8. Planning and Environmental Considerations

The proposed road layout is designed to allow for the retention of as many of the natural features as possible, eg the belt of pine trees, and existing eucalypt plantations. Earthworks for noise abatement from Southern Cross Drive and Coulter Drive were constructed in May 1984.

9. Public Consultation

The proposals are consistent with the Florey draft Policy Plan which was available for consultation in early 1982. There was no public response to the draft Policy Plan (existing residents of Florey received a copy of the Plan).



ROAD ADDITION 
ROAD DELETION 

FLOREY: Road Additions

Variation No. 2

VARIATION 2

CURTIN, Carruthers Street to Lady Derman Drive:

Addition to the Plan of a trunk cycleway from Carruthers Street, Curtin to the existing cycleway at Lady Derman Drive, south of Government House, to allow movement from Curtin to the lake trunk routes and beyond to Belconnen.



CURTIN : CARRUTHERS STREET TO LADY DENMAN DRIVE -
CYCLEWAY ADDITIONS

1. Purpose

This proposal is for the gazettal of a trunk cycleway from Carruthers Street, Curtin to the existing Yarramundi Reach cycleway at Lady Denman Drive.

2. Background

The proposed trunk cycleway is to be located generally in the northern end of the Woden Valley passing around the north eastern residential edge of Curtin and then connecting with the existing Yarramundi Reach cycleway at Lady Denman Drive to the south of Government House. In 1980 a cycleway was constructed along the south-eastern edge of Curtin to Carruthers Street. Late in 1982 the Yarramundi Reach cycleway was constructed around the edge of Lake Burley Griffin completing the circuit around the Lake. The Canberra Cycleways Policy Plan provides for the connection of these two paths allowing movement from Curtin to the lake trunk routes and beyond to Belconnen.

3. Length

The length of the cycleway is 3.1 kilometres.

4. Estimated Cost

Approximately \$227,000.

5. Existing Development

The land use for the area from Carruthers Street to McCulloch Street is unrestricted open space. Between McCulloch Street and the Cotter Road the existing development is playing fields to the south of the proposed alignment, with Yarralumla Creek to the north.

North of the Cotter Road Block 677 is unleased non urban land. Block 665 is leased to Mrs Llewellyn and sub-leased to Mr Marcel Judd who conducts Marcel's School of Riding and Trekking.

The gazetted road corridor of Lady Denman Drive accommodates a portion of the cycleway route. Block 625 forms part of the National Estate having been included in 1983 in relation to the listing of the Yarralumla Woolshed and its semi-rural environs. Part of this block is used by the Canberra Lakes Pony Club.

6. Proposed Development

The proposal retains all the existing development with the exception of approximately 0.1 hectares to be excised from Block 664 which will become unleased non-urban land.

7. Particular Planning Considerations

The proposed route, consisting of 2.5m of sealed surface within a 5m reservation, has utilised the existing 2m wide footpath beside the Yarralumla Creek channel under Carruthers Street. Handrailing is proposed to ensure cyclist separation from the channel.

Separation from the blocks has been maintained and existing tree stands retained around the north east edge of the residential area of Curtin. Feeder paths are proposed to link walkways and culs-de-sac heads with the cycleway.

The existing McCulloch Street underpass is utilised without modification except for an equestrian ramp proposed to the west to formalise a desire line to the horse paddocks to the north east.

The route along the northern edge of the playing fields provides physical separation of the equestrian and cyclist. At the Cotter Road bridge the cyclist is further separated from the equestrian by utilising the wide shoulders of Cotter Road before returning under the bridge on the eastern side of the creek. Modification to the structure is required similar to that constructed for equestrians on the southern side, together with physical separation of vehicles and cyclists on the edge of Cotter Road.

Construction of the cycleway will cut approximately 0.1 ha from Block 664 (Marcel's Riding School) before joining the gazetted road reservation of Lady Denman Drive. Existing landscaping is retained along Lady Denman Drive. The cycleway will join the existing Yarramundi Reach cycleway to the south west of the Lady Denman Drive underpass.

8. Environmental Considerations

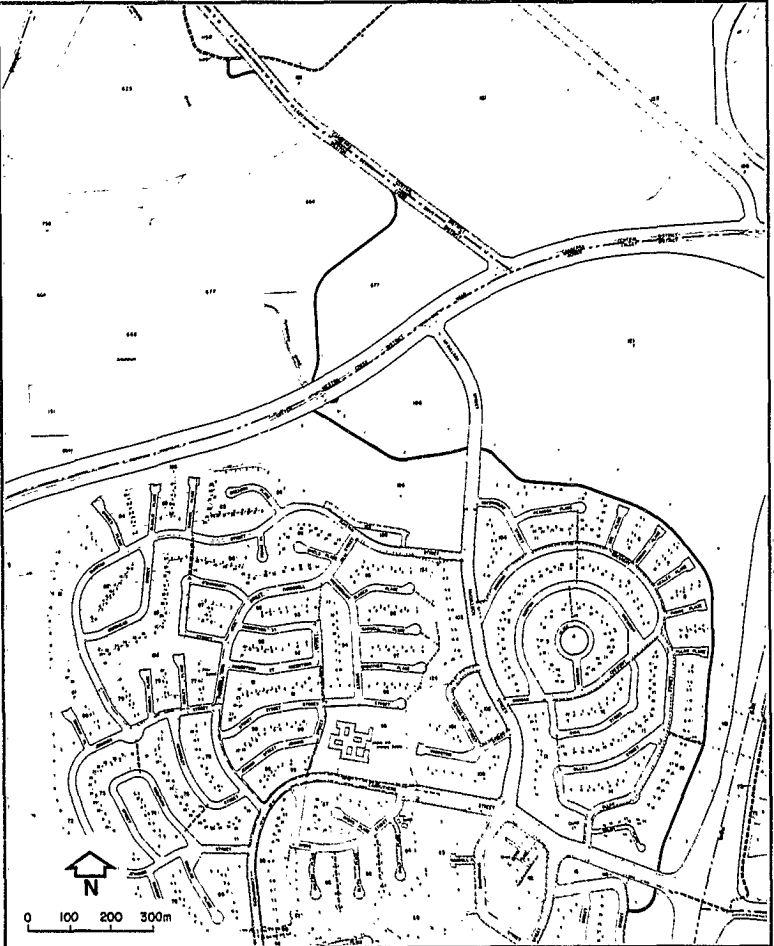
The design is for a cycleway in an open space/rural setting for most of its length. Gradients have been kept to a minimum and the design will comply to Commission guidelines for cycleways.

Existing mature tree stands have been avoided along the cyclepath's route.

Because of the utilisation of existing structures at Cotter Road, McCulloch Street and Carruthers Street, there are no alterations to the flood levels of Yarralumla Creek.

9. Public Consultation

The Canberra Lakes Pony Club, Mrs Llewellyn, Marcel Judd of Marcel's School of Riding and Trekking, Pedal Power and the Australian Heritage Commission were all consulted during the route selection and no objections were received. No additional public consultation was necessary because the proposal is consistent with approved policy.



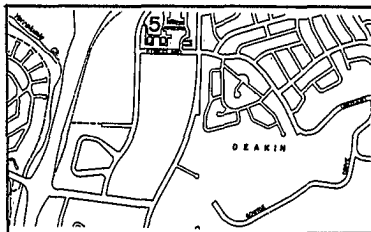
Cycleway Addition 
Cycleway Deletion 

CURTIN: Carruthers Street to Lady Denman Drive
- Cycleway Addition

Variation No. 5

VARIATION 5

DEAKIN, Section 37: Addition to the Plan of a section of road to provide a link between Thesiger Court and Geils Court in the Deakin National Institutions Area, Section 37 Deakin. The proposed road will provide improved vehicular circulation within the area and also provide frontage to 2 planned blocks.



DEAKIN : SECTION 37 - ROAD ADDITION

1. Purpose

This proposal provides for the addition to the City Plan of a section of road to provide a link between Theziger Court and Geils Court in the Deakin National Institutions Area.

2. Background

Since late 1983 there has been a considerable upsurge in interest by national organisations seeking land to establish their headquarters in the National Capital. As at July, 1984 only five blocks of the total development remain unallocated.

3. Length

The total length of the proposed link road to be constructed is approximately 130 metres.

4. Estimated Cost

Approximately \$60,000.

5. Existing Development

Section.37 is being progressively occupied by national institutions and professional office developments.

Construction of Stage 2A Phase 1, being the northern most part of Geils Court, has now been completed and negotiations are under way for the majority of blocks in this stage. Stage 2A Phase 2, is currently in the field with completion expected in mid August.

6. Proposed Development

Construction of Stage 2B is due to commence late this year and it will service the remaining seven blocks of Section 37. The new road will provide frontage for two of these blocks as well as allowing for the completion of the overall servicing layout, ie ring water mains, etc.

7. Particular Planning Considerations

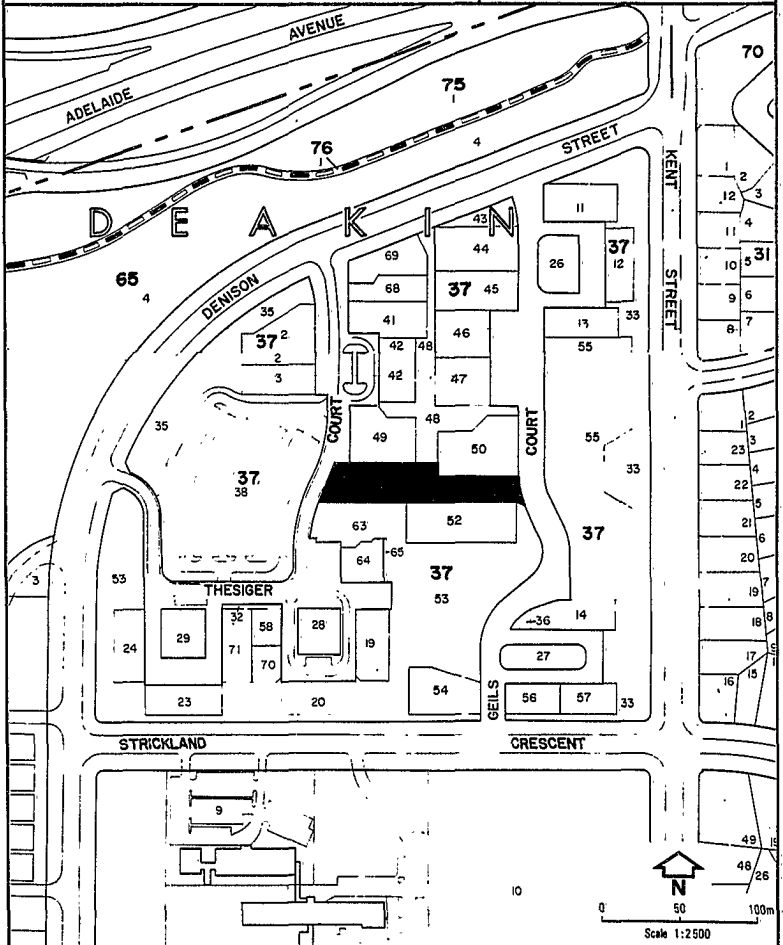
The proposed section of road will provide easy and rational vehicular circulation within the National Institutions area.

8. Environmental Considerations

Nil.

9. Public Consultation

There is no change of land use. The addition of this proposed link road will be made public through the gazettal publication.



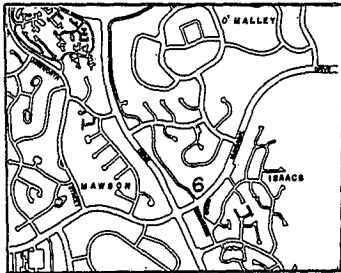
ROAD ADDITION 
ROAD DELETION 

DEAKIN: Section 37 - Road Addition

Variation No. 6

VARIATION 6

ISAACS, Northwest: Modification of a gazetted road reservation in Isaacs to provide a minor road link between Isaacs and O'Malley. A link between the suburbs is required to provide access for residents of O'Malley and the Isaacs blocks along the future Nungawal Drive to the proposed Isaacs Community/Shopping Centre.



ISAACS : NORTH WEST - ROAD ADDITION AND DELETION

1. Purpose

This proposal will provide a minor road link between Isaacs and O'Malley so that O'Malley and Isaacs residential blocks along Nungawal Drive are not isolated from the rest of Isaacs.

2. Background

Isaacs is located in south-east Woden on Yamba Drive and lies immediately south of O'Malley. The suburb was gazetted in March 1978 in the 65th Series of Variations. There have been no changes to the gazettals since that time. There are currently no residents in Isaacs.

The Woden District Plan provided for a major distributor road (Nungawal Drive) between O'Malley and Isaacs which would eventually link into Yamba and Hindmarsh Drives and provide access to adjacent residential development. Planning intentions have been revised and the section between Yamba Drive and Cobbadah Street will not be constructed at this time. A link between Isaacs and O'Malley is required to provide access for residents of O'Malley and those Isaacs blocks along the future Nungawal Drive to the proposed Isaacs community/shopping centre. The bus route for Isaacs and O'Malley was originally routed internally via a "bus only" link between Sections 503 and 504 of the Isaacs subdivision. This situation is now considered undesirable and a more direct internal link is required.

3. Length

The length of the proposed link road is approximately 300 metres.

4. Estimated Cost

The approximate cost for this section of road is \$200,000.

5. Existing Development

Land servicing of Isaacs has not yet begun and the land is undeveloped Commonwealth land.

6. Proposed Development

The proposed road alignment requires amendment to the boundaries of Sections 501, 502, 503, and 587. Sections 502 and 503 are proposed for standard residential subdivision and block boundaries have been amended to incorporate the proposed road alignment. Section 501 is proposed for institutional use and/or medium density residential development and this site has been reduced in area to accommodate the proposed road alignment. Section 587 will contain a floodway and this area has been slightly reduced in area to accommodate the proposed road alignment. This reduction will have no effect on the performance of the floodway.

Land servicing is programmed for commencement early in 1985 and the first block turnoff is expected by mid 1986. First residents could be expected by early 1987.

7. Particular Planning Considerations

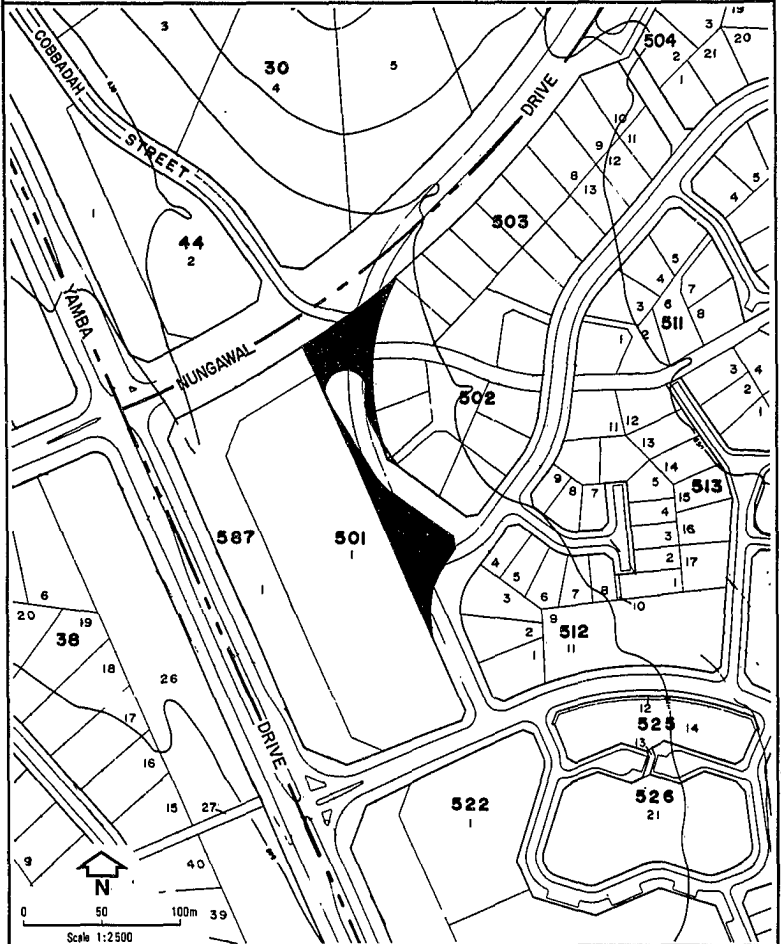
The road variations will permit the linking of O'Malley with Isaacs and allow residents of the Isaacs blocks along Nungawal Drive to travel to and from the Isaacs community/shopping centre without having to travel on an arterial road (Yamba Drive). The variation will also permit bus services through Isaacs and O'Malley to be routed internally and without having to travel on Yamba Drive. Residential blocks in Sections 502 and 503 have been resubdivided to accommodate the road variations.

8. Environmental Considerations

Nil.

9. Public Consultation

There is no change in land use related to this road proposal. The publication of the gazettal notice will invite comment on this road proposal.



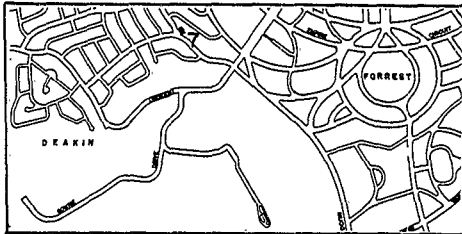
ROAD ADDITION 
ROAD DELETION 

ISAACS: North West - Road Addition and Deletion

Variation No. 7

VARIATION 7

DEAKIN, Section 45: Modification of the road reservation at the intersection of Stonehaven Crescent and Hopetoun Circuit, Deakin to enable the construction of a roundabout to improve road safety at the intersection.



DEAKIN : SECTION 45 - ROAD ADDITIONS

1. Purpose

Modification to the road reservation of Stonehaven Crescent and Hopetoun Circuit at their intersection to enable the construction of a roundabout.

2. Background

During consideration of broader traffic management issues associated with the effects of the new Parliament House, the Department of Territories and Local Government and the National Capital Development Commission agreed that a roundabout should be implemented at the intersection of Stonehaven Crescent and Hopetoun Circuit for road safety reasons.

3. Area

Approximately 335 square metres.

4. Estimated Cost

\$40,000.

5. Existing Development

The land is an undeveloped portion of Latrobe Park. It represents less than 1% of the total park area. The park has not been formally declared.

6. Proposed Development

The roundabout is being constructed to improve road safety at, and in the vicinity of, the intersection.

7. Particular Planning Considerations

The roundabout will act to slow down traffic in this stretch of Stonehaven Crescent.

8. Environmental Considerations

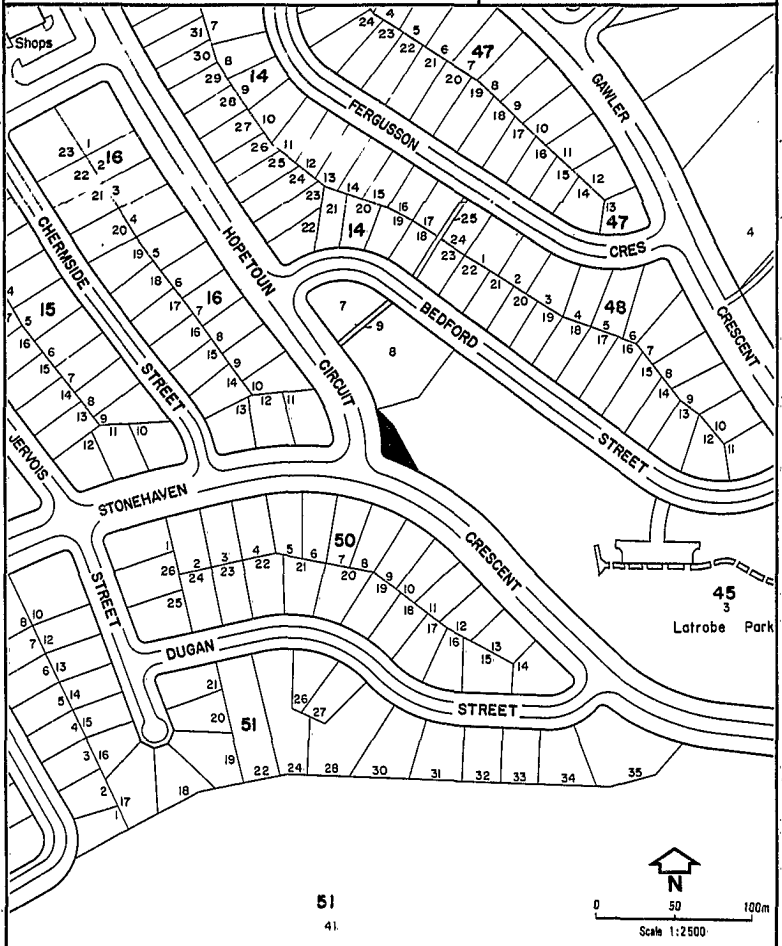
The roundabout will be landscaped to ensure that it is aesthetically attractive.



9. Public Participation

In late May the public was invited to comment on a package of traffic management measures in the Deakin area, one of which was this roundabout. Respondents were generally in favour of this particular measure.

DTLG

VARIATION No. 7



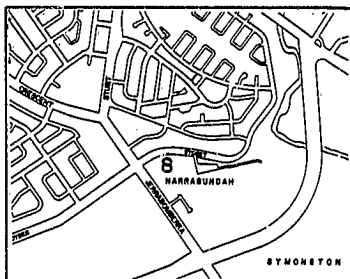
ROAD ADDITION 
ROAD DELETION 

DEAKIN: Section 45 - Road Addition

Variation No. 8

VARIATION 8

NARRABUNDAH, Section 34: Deletion from the Plan of a small part of the road reservation of Goyder Street, Narrabundah to enable the leasing of Narrabundah Oval and associated Commonwealth buildings to the Aboriginal Development Commission.



NARRABUNDAH : SECTION 34 - ROAD DELETION

1. Purpose

Deletion from the Plan of a section of the road reservation of Goyder Street to enable the leasing of Narrabundah Oval and associated Commonwealth buildings to the Aboriginal Development Commission.

2. Background

The Aboriginal Development Commission has accepted the offer of a lease of Narrabundah Oval for a term of 50 years. Buildings associated with the oval are also to be used by the Aboriginal Development Commission and it is desirable that these be included within the one lease. A lease cannot be granted over a road reservation on the City Plan.

3. Area

520 metres square.

4. Estimated Cost

Nil.

5. Existing Development

A Commonwealth residence associated with the Narrabundah Oval encroaches onto the Goyder Street road reservation. This residence is to be included in the lease to the Aboriginal Development Commission.

6. Proposed Development

Nil.

7. Particular Planning Considerations

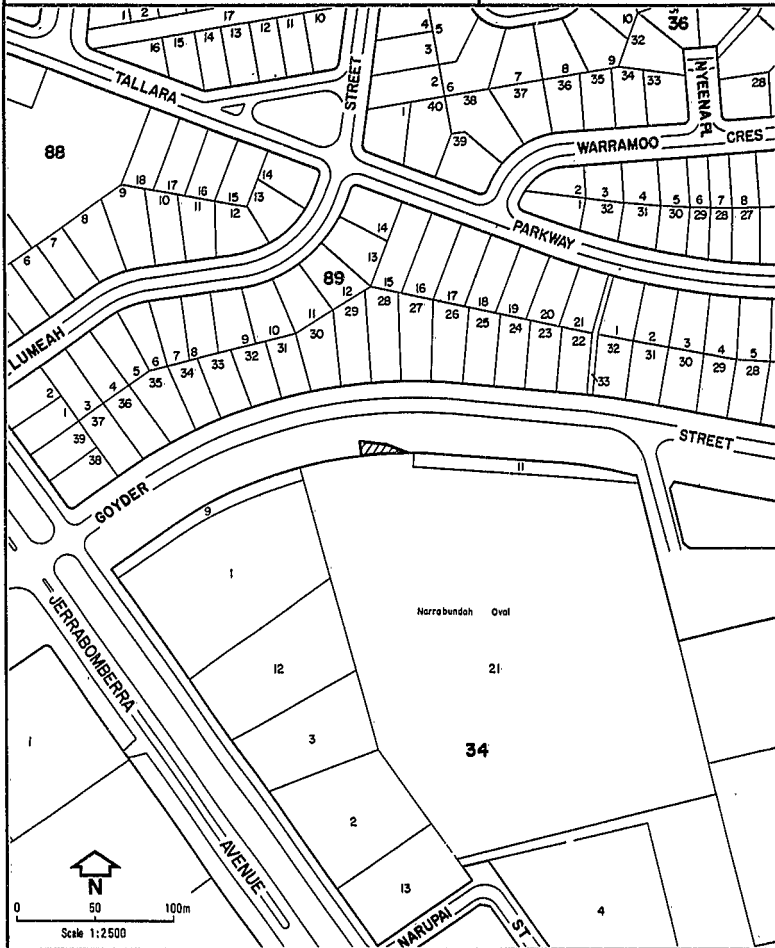
Nil.



8. Public Participation

Nil.

DTLG

VARIATION No. 8



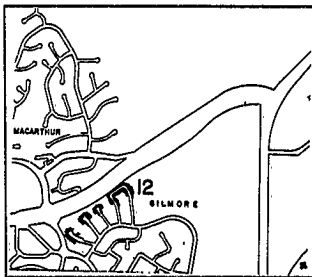
ROAD ADDITION 
ROAD DELETION 

NARRABUNDAH: Section 34 - Road Deletion

Variation No. 12

VARIATION 12

GILMORE, Section 65: Modifications to the Plan in Gilmore to extend 3 culs-de-sac and link 2 other culs-de-sac into a loop road to enable the development of an area for medium density and standard residential blocks.



GILMORE : SECTION 65 - ROAD ADDITIONS AND DELETIONS

1. Purpose

This proposal extends three culs-de-sac and links two other culs-de-sac into a loop road to enable development of a low density cluster site and standard density residential blocks.

2. Background

Gilmore is a residential area in Tuggeranong south of Isabella Drive. Gilmore Section 65 is a site immediately south of and parallel to Isabella Drive.

The roads in the surrounding area were gazetted in July 1975 as part of the 59th Series of gazettals.

The site was originally left as a buffer zone between Isabella Drive and the subdivision of Gilmore. The width of this zone is now considered excessive and a maintenance burden. This development will reduce that problem and create an appropriate buffer zone.

3. Length

The length of additional road is 550m.

4. Estimated Cost

Approximately \$500,000.

5. Existing Development

The site is currently unleased Commonwealth land. The adjoining section of Isabella Drive has been constructed and land servicing of standard density residential blocks has commenced in the surrounding area.

6. Proposed Development

The road variations will permit the development of 50 standard density residential blocks together with a minimum of ten low density cluster units. The average area of the standard blocks is 950 square metres compared to 910 square metres in the surrounding area and they range from 720 square metres to 1400 square metres.

The two most western culs-de-sac have been extended to provide access to a site for development as an attractive corner feature with a maximum of ten low density cluster units. The other three culs-de-sac have been extended to create additional standard density residential blocks with the eastern most two being linked as a loop because of their added length.

In accordance with the Land Development Programme, servicing will commence during the 1985/86 financial year and the first block turnoff is expected early 1986. The first residents could be expected by late 1986.

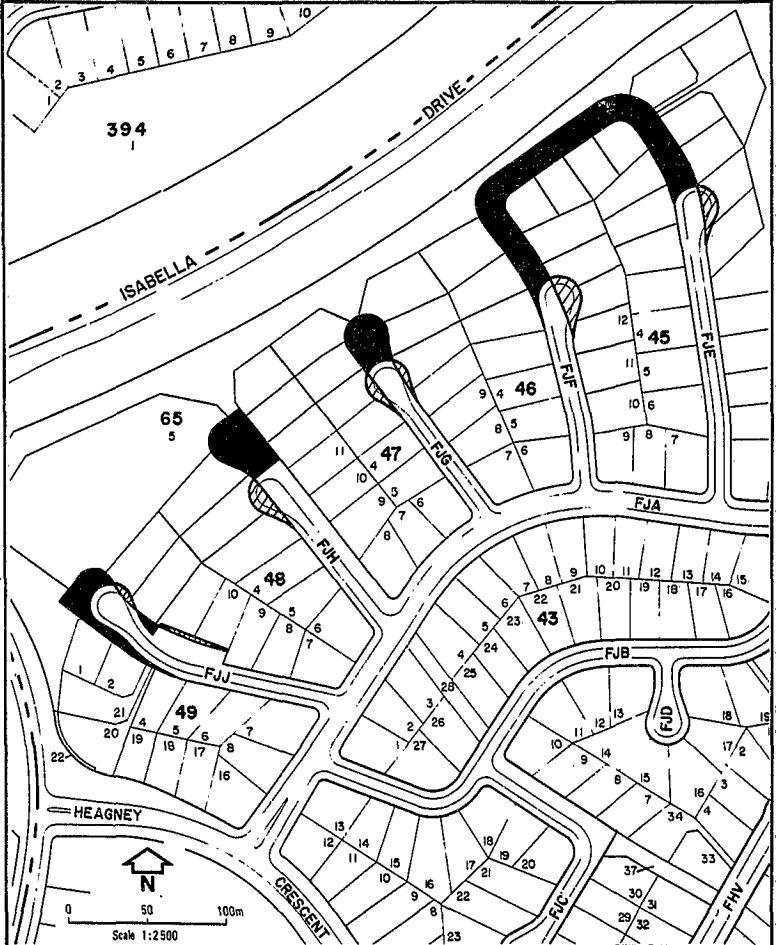
7. Planning and Environmental Considerations

Traffic generation from the proposed development into the collector road would average 60 vehicles per peak hour.

This site is at the bottom of a small natural stormwater catchment and the two western most culs-de-sac have been designed to take stormwater out and under Hambidge Crescent to the floodway. Some good quality trees are to be retained and additional landscaping along Isabella Drive is proposed.

8. Public Consultation

A programme of public consultation was not undertaken as the surrounding land is undeveloped. Public notification took the form of a newspaper advertisement advertising the availability of a final A3 public handout plan.



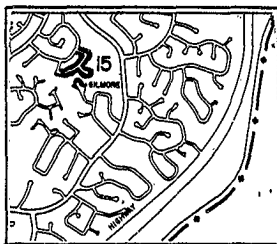
ROAD ADDITION 
ROAD DELETION 

GILMORE: Section 65 - Road Additions and Deletions

Variation No. 15

VARIATION 15

GILMORE, Section 58: Addition to the Plan of access roads and modifications to the road reservation of 2 gazetted culs-de-sac in Gilmore to enable the development of 50 standard density residential blocks.



GILMORE : SECTION 58 - ROAD ADDITIONS AND DELETIONS

1. Purpose

This proposal provides for a loop road and cul-de-sac and modifies two approved culs-de-sac to enable development of the area for standard density residential blocks.

2. Background

Gilmore is a residential area in Tuggeranong south of Isabella Drive. Gilmore Section 58 is a site on the western side of Heagney Crescent.

The roads to the west of this site were gazetted in July 1975 as part of the 59th Series of Gazettals while roads to the east were gazetted in April 1983 as part of the 79th Series of gazettals.

The site was originally identified for development as a primary school with playing fields. Following rerouting of a major floodway and subsequent replanning, it is now proposed to develop the site for a primary school, local playing fields and standard density housing.

3. Length

The length of the proposed roads is 550m.

4. Estimated Cost

Approximately \$600,000.

5. Existing Development

The site is currently unleased Commonwealth land. The surrounding area is for development with standard density residential blocks the servicing of which has commenced.

6. Proposed Development

The road variations will permit the development of 50 standard density residential blocks with an average area of 900 square metres, similar to the surrounding area, ranging from 650 square metres to 1590 square metres.

In order to provide pedestrian access from the primary school to the cycleway and place committed hydraulic services in open space, road access is mainly via a loop road from the north.

The internal road hierarchy creates a subdivision similar to the surrounding area with appropriate interfaces with adjacent land uses.

In accordance with the Land Development Programme, servicing will commence during the 1985/86 financial year and the first block turnoff is expected late 1986. The first residents could be expected by mid 1987.

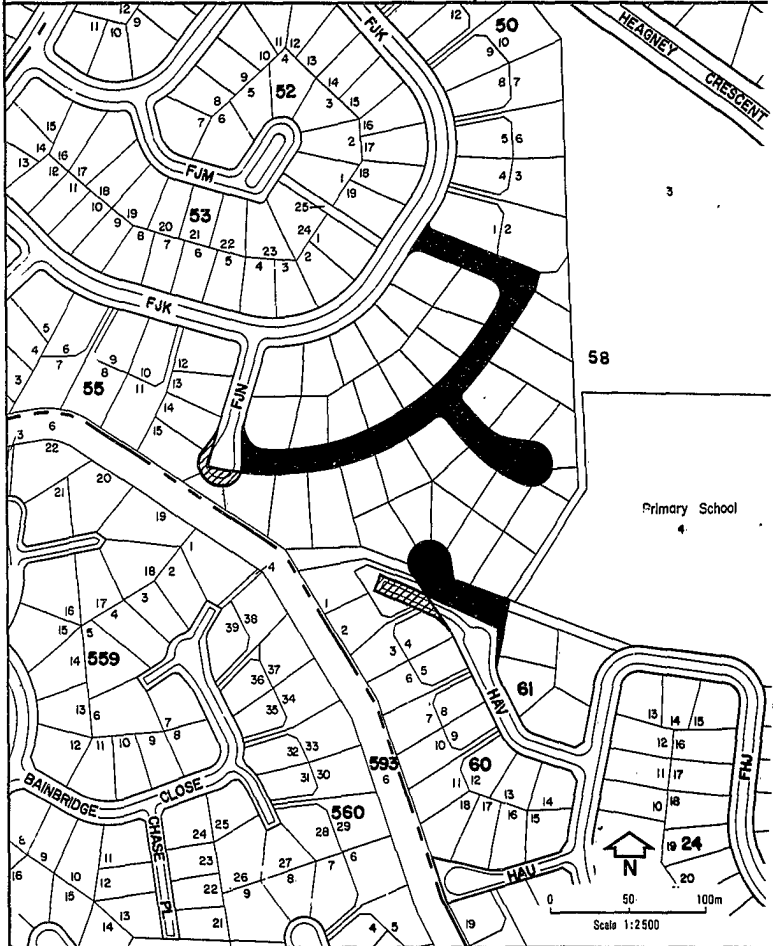
7. Planning and Environmental Considerations



Traffic generation from the proposed development into the surrounding streets would average an additional 21 vehicles per peak hour.

The site slopes gently down to the north west and the proposed subdivision will not affect any major stormwater paths. Good quality trees will be retained where possible and enhanced with supplementary landscaping.

8. Public Consultation

A programme of public consultation was not undertaken as the surrounding land is undeveloped. Public notification took the form of a newspaper advertisement advertising the availability of a final A3 public handout plan.



ROAD ADDITION 
ROAD DELETION 

GILMORE: Section 58 - Road Additions and Deletions