

Parliamentary Paper
No. 84/1984

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

(Series 81A)

May 1984

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Canberra 1984

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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 -
 - (1) resolution of either House of the Parliament, or
 - (11) 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 the variation. However, the Committee is concerned about the traffic problems and lack of carparking facilities in Civic which will result from the White Industries Development and other future developments in Civic.

The Committee recommends that:

1. the traffic light installations proposed for the intersections of London Circuit and Constitution Avenue, Allara Street and Constitution Avenue and Bunda Street and Allara Street be in place before the completion of the first stage of the White Industries Development, and that traffic lights be installed at the intersection of Akuna and Bunda Streets in a similar time scale; and
2. the National Capital Development Commission and the Department of Territories and Local Government address themselves urgently to accommodating the significant additional demand for access to Civic resulting from the White Industries and other proposed developments by:
 - (i) accelerating the programme for the construction of car parking structures;
 - (ii) ensuring that the elimination of free parking not take place until alternatives are provided, especially for short-stay parking for shoppers and trade services;
 - (iii) ensuring that additional car parking is provided in association with future private and public developments, including the provision of free casual covered parking for shoppers in new retail developments; and
 - (iv) investigating the expected future use of public transport to Civic and upgrading the current provision accordingly.

Introduction

1. In the Commonwealth of Australia Gazette, 12 January 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 variation 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 variation in The Canberra Times on 3 occasions between 14 January 1984 and 25 January 1984. Displays showing the proposal were arranged by DTLG at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library and the Erindale Centre Library, Wanniasa.

3. On 11 January 1984, pursuant to paragraph 1(a) of the Resolution of Appointment of this Committee, the item contained in the Minister's proposal and designated the 81A Series of Variations, was formally referred by the Minister for investigation and report. The Minister's letter referring this proposal 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 proposal on 23 February 1984. Seven witnesses, representing 3 organisations, appeared at the hearing. 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 variation at the public hearing.

Mr P. Vallee, MHA, addressed the Committee on the variation.

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

7. The National Capital Development Commission and the Department of Territories and Local Government supplied jointly prepared briefing notes which set out the background to the variation. 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 variation 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 proposal is approximately \$75 000.

81A SERIES OF VARIATIONS

8. The 81A Series of Variations consists of one item only sponsored by the National Capital Development Commission, and relates to the proposed development of a hotel/convention centre by White Industries Limited. This variation provides for the deletion from the City Plan of part of the South West Section of the road reservation of Nangari Street which is not required to provide a satisfactory two-way street with adequate footpath/verges and to incorporate the land which is surplus to requirements into City Section 11. No objections were received to the proposal.

9. The White Industries project is to occupy Sections 11, 60 and part of 41 City, and will provide an international standard hotel, an international convention centre seating 2550 delegates, an office complex for approximately 2500 workers and extensively landscaped gardens. The Committee examined another variation associated with the White Industries Development in the 79th Series of Variations. This variation was for a de gazettal of a section of Bunda Street, east of Allara Street, to provide a site for the Development.

10. Nangari Street, which is now a one-way street, is to be changed to a two-way street. To alleviate possible traffic problems, NCDC proposes that the Nangari Street-London Circuit intersection should not be a full intersection but only allow traffic to turn left into and left out of Nangari Street. The Committee was informed that traffic lights will be installed at the intersections of London Circuit and Constitution Avenue, Allara Street and Constitution Avenue and possibly Bunda Street and Allara Street; a roundabout will be installed at the intersection of Constitution Avenue and Coranderrk Street.

11. The Committee believes that the provision of traffic lights as suggested by NCDC is needed even before the first stage of the White Industries Development is completed. In conjunction with the Development, the Committee also believes that traffic lights are needed urgently at the intersection of Akuna and Bunda Streets and accordingly recommends that the traffic light installations as suggested by NCDC should be in place before the completion of the first stage of the White Industries proposal and that traffic lights be installed at the intersection of Akuna and Bunda Streets in a similar time scale.

12. The Committee is concerned about the effects on parking in Civic of the proposed development. This concern is shared by the ACT House of Assembly Standing Committee on Planning and Development which while recommending its approval of the variation also recommended:

That due to the imminent commencement of the White Industries development, the NCDC and the Department of Territories and Local Government take positive and immediate steps to alleviate the resultant lack of parking space in Civic.

13. The parking problems arise because a large part of the area to be occupied by the White Industries Development is now used as a temporary carpark which services the City and TAFE College at Reid. The White Industries development itself will generate a demand for additional parking during the construction phase and afterwards.

14. To replace carparking spaces which will be lost when the White Industries proposal proceeds the NCDC proposes to construct a temporary carpark on Section 37 City and Section 3 Parkes, which will provide 212 and 405 spaces respectively. It is expected that, in the next few years, the total parking stock in the City will increase by about 2500 from the current number of approximately 9200. The White Industries Development would provide at least 900, and possibly as many as 1400, additional parking places, on completion of the development.

15. In the longer term, and with the future development which will take place in Civic, NCDC claimed that a mix of possibilities would need to be explored to provide for adequate transport access to Civic. The mix of possibilities included:

- (i) negotiating with private enterprise to provide additional car parking in future developments;
- (ii) NCDC constructing further car parking structures; and
- (iii) increased use of public transport.

16. In the shorter term, however, difficulties will be experienced in catering for parking in Civic, and this was acknowledged by an NCDC official who stated that:

"Even though the provision of these facilities [additional carparking facilities] will obviously assist in coping with demand, there will be parking deficiencies based on current levels of service. People will need to readjust their travel patterns to fit the circumstances."

17. That there will be a significant short term impact is highlighted by the recent comments of the Commissioner of NCDC, Mr Powell, reported in the Canberra Times of 4 April 1984. Mr Powell is reported to have stated that:

"... the availability of parking [in Civic] will be significantly reduced and, when White Industries occupy their site in the eastern city area, the loss of parking will be an instant effect."

Mr Powell noted that there were no clever solutions to the parking problem and that it would be the "key issue over the next two or three years in relation to Civic's development". He was also reported as stating that all free long-stay parking in Civic would be eliminated over the next 12 months or so.

18. The evidence given by NCDC, and Mr Powell's reported comments, raise a number of concerns. The restoration of Civic to its former status as the clearly identifiable "heart" of the national capital, of which the White Industries Development is a part, will necessitate improved transport access to Civic if the objective is to be achieved.

19. The Committee acknowledges that in the longer term arrangements for transport access to Civic will change along the lines of the mix of possibilities outlined by NCDC and that this mix may well cater for the increased access requirements associated with the development of Civic. However, planning for this will need to begin now and urgent consideration will also need to be given to the real difficulties that will be experienced in the shorter term (the next five years). Parking facilities in Civic will be inadequate. The lack of parking facilities, particularly of free parking space, will deter shoppers from using Civic thereby undermining the objective of re-establishing Civic as a major retail centre. People will also tend to park in nearby residential suburbs creating traffic problems and difficulties for residents. If the lack of parking facilities leads to greater use of public transport, then a significant upgrading of the public transport provision for Civic will need to be made, and made urgently.

20. The Committee therefore recommends that NCDC and DTLG address themselves urgently to accommodating the significant additional demand for access to Civic resulting from the White Industries and other proposed developments by:

1. accelerating the programme for the construction of car parking structures;
2. ensuring that the elimination of free parking not take place until alternatives are provided, especially for short-stay parking for shoppers and trade services;
3. ensuring that additional car parking is provided in association with future private and public developments, including the provision of free casual covered parking for shoppers in new retail developments; and
4. investigating the expected future use of public transport to Civic and upgrading the current provision accordingly.

21. The NCDC informed the Committee that the additional 7.5 metres of development site, provided by the variation will play an important part in the success of the White Industries project.

22. The variation will allow a substantial increase on Section 11 of the office complex of the project. The Committee was told that the floor area of the office component now being considered, has increased from 32 000 sq metres to 42 000 sq metres of lettable space. The Committee was informed that work on the Office complex is expected to commence in July 1984 and the Development is expected to be completed by the end of 1988.

23. At the time this variation came to the Committee a number of major aspects of the Development were unclear. DTLG stated that although there had been a formal offer and an acceptance by White Industries in relation to the financial arrangements for the Development, it was not clear how the new proposals (such as the additional office space) would affect the arrangements.

24. A comparison of the initial subsidy elements with the revised basis on which the lease is now offered is at Appendix 5.

25. A working model of the proposed project shown to the Committee, was also substantially different from the model shown to the Committee in June 1983 during the Committee's hearings of the 79th Series of Variations. There is now a large increase in the office component of the project; the convention centre banqueting hall now comes much closer to Coranderrk Street. There has also been a significant change to the facade of the development along Constitution Avenue from a broken facade with gentle curves and landscaped gardens to an almost continuous wall.

26. The NCDC told the Committee that the design of the complex was not final. Officials of the Company and a Departmental representative were visiting convention centres overseas and may suggest further changes on their return.

27. Despite the fact that the Development may undergo further significant change, the Committee was informed by NCDC that the Development would only be referred back to it if an action affecting a road gazettal arose. The Committee is concerned that it is placed in the difficult position of approving a variation where the planning implications are not clear and where, in fact, the planning implications may change significantly. This variation is not an isolated example of the difficult position in which the Committee can be placed.

Similar difficulties have arisen in relation to other variations and the Committee will be suggesting changes to aspects of the variations process to the Minister for Territories and Local Government and the NCDC.

28. The Committee approves the variation. However, in view of NCDC's claim that significant changes may occur to the proposal the Committee requests that it be given a briefing on the White Industries Development when the project arrangements have been finalised.

(KEN FRY)

1 May 1984

Chairman

APPENDIX I



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

Dear colleague

On 12 January 1984, notice of my intention to vary the plan of the layout of the City of Canberra and its environs, representing the §1A (special) 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.

Only one variation to the plan is included in this series and relates to the proposed development of a hotel/convention centre by White Industries Limited. 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 proposal which are received by the Department will be forwarded to the Committee for consideration during its examination of the proposals.

Yours fraternally

TOM UREN

Minister for Territories
and Local Government

WITNESSES

Mr Geoffrey John Campbell, Chief Planner,
National Capital Development Commission,
Canberra, Australian Capital Territory

Mr George Desmond Wellesley Pain,
Chief Engineer, National Capital Development
Commission, Canberra,
Australian Capital Territory

Mr Peter Vallee, Chairman,
Standing Committee on Planning and
Development, House of Assembly,
Canberra, Australian Capital Territory

Mr Edwin George Davenport, Assistant
Secretary, Residential Leases Branch,
Department of Territories and Local
Government, Canberra,
Australian Capital Territory

Mr John Sidney Brigg, Acting First
Assistant Secretary, Traffic and
Technical Services Division,
Department of Territories and Local
Government, Canberra,
Australian Capital Territory

Mr Ian Gollan Cooper, Director, Policy
Planning, Public Transit Branch,
Department of Territories and Local
Government, Canberra,
Australian Capital Territory

Mr Roger Adcock, Director, Business Sales,
Department of Territories and Local
Government, Canberra,
Australian Capital Territory

AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY



EMBARGOED
UNTIL PRESENTED
IN THE ASSEMBLY

REPORT NO.20.....
OF THE
STANDING COMMITTEE ON

PLANNING AND DEVELOPMENT

81A SERIES OF VARIATIONS TO THE
CANBERRA CITY PLAN

FEBRUARY 1984

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 81A Series of Variations to the Canberra City Plan contained in the Commonwealth of Australia Gazette No S4 of 12 January 1984. Only one variation is proposed in this Series.

2. The Committee was briefed on the proposed variation on 25 January 1984 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. VARIATION 1: CITY, NANGARI STREET

In evidence to the Committee, officers of the NCDC explained that the road reservation for Nangari Street was allocated some years ago, at a much wider standard than was necessary. The increased office space to be incorporated into the White Industries development means that the maximum use must be made of the site. While this variation proposes narrowing the existing road reservation to make more building land available, it should be noted that this will not effect the currently existing road, pavement, footpath and verges in Nangari Street. Officers of the NCDC advised the Committee that the proposed variation would allow space for widening the existing road pavement, should this prove necessary in future.

RECOMMENDATIONS

5. The Committee recommends:

- (a) That the 81A Series of Variations to the Canberra City Plan be approved; and
- (b) That due to the imminent commencement of the White Industries development, the NCDC and the Department of Territories and Local Government take positive and immediate steps to alleviate the resultant lack of parking space in Civic.
- (c) That this report and recommendations be communicated by Message to the Minister.



(P. Vallee)
Chairman

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**

81 A Series

**Briefing
Material
Public
Comments
and
Objections**

Prepared for the
Parliamentary
Joint Committee
on the ACT

Canberra
February 1984

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81A SERIES OF VARIATIONS TO THE CITY PLAN

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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 (81A 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 S4 of 12 January 1984. They have been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 81A 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 11 January 1984 pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 81A series of variations consists of 1 item only, which is being sponsored by the National Capital Development Commission.

Copies of any public comments and objections which are received as a result of the Department's publicity of the proposal will be forwarded separately 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 ACT 2600

Dear colleague

On 12 January 1984, notice of my intention to vary the plan of the layout of the City of Canberra and its environs, representing the §1A (special) 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.

Only one variation to the plan is included in this series and relates to the proposed development of a hotel/convention centre by White Industries Limited. 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 proposal which are received by the Department will be forwarded to the Committee for consideration during its examination of the proposals.

Yours fraternally

TOM UREN

Minister for Territories
and Local Government

PUBLIC INFORMATION

As part of its policy to stimulate public interest in the proposal, the Department mounted displays showing the variation at the Belconnen Mall, Monara Mall, Woden Shopping Square, Cooleman Court, Dickson Library and the Erindale Centre, Wanniasa. The Department also advertised the variation in the Canberra Times on three occasions.

MEDIA STATEMENT

Department of Territories
and Local Government

The site of the office block component of the proposed White Industries complex is to be enlarged in the 81A Series of Variations to the City Plan, announced today by the Department of Territories and Local Government.

The plan utilizes land held in reserve for the widening of Nangari Street, which is no longer considered necessary. Apart from provision for footpaths and verges, the land becomes part of Section 11.

Public submissions or objections to the intended changes must be received by the Department of Territories and Local Government by 1 February 1984. These will be forwarded to the Joint Parliamentary Committee on the ACT for consideration during their public hearing into the proposal.

The intended changes will be on display at 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.

12 January 1984



**DEPARTMENT OF TERRITORIES
AND LOCAL GOVERNMENT**

81A SERIES OF VARIATIONS TO THE CITY PLAN

In the Gazette No. S4 of Thursday 12-1-84 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 158, Canberra City, 2601, no later than 5.00pm on Wednesday, 1 February, 1984. Submissions may also be lodged by hand at Room 266, South Building, Civic Offices, London Circuit, Canberra City.

The proposed variation and any objection or comment received will be referred to the Parliamentary Joint Committee on the ACT which will conduct a public hearing into the proposal and will report to Parliament before the variation can take effect.

Displays showing the intended change will be available at the Belconnen and Monaro Malls, Woden Shopping Square, Cooleman Court, Dickson Library and Erindale Library, Wanniasa.

Variation 1.

To delete part of the South West Section of the road reservation of Nangari Street and to incorporate this land which is surplus to requirements into City Section 11. The existing road pavement in Nangari Street will remain together with footpaths and adequate verges. The White Industries project will occupy Sections 11, 60 and part 41 City.

Telephone inquiries should be directed to Mr N. Gascoigne on 462466 or Mrs S. Priestly on 462316.

1 425

Published in Canberra Times on 14/1/84 21/1/84 25/1/84

NOTES ON THE 78TH 79TH 80TH AND 81ST SERIES OF VARIATIONS

In November 1983 the Joint Committee on the ACT reported to Parliament on its findings in connection with items proposed in the 81st series of variations to the plan. The Committee approved all the variations in the 81st series with the exception of Variation 19, relating to Tharwa. This item was not considered as part of this series, at the Minister's request, pending a detailed examination of the problems concerning water supply and sewerage disposal.

In November 1983, the Minister tabled formal notices of variation in both Houses of Parliament for the 81st series and the 80th series which was previously approved by the Committee. The variations of both series are now effective.

In response to a further report by the Committee in September 1983 on the outstanding items of the 78th series relating to access roads to the new Parliament House, the Minister tabled a formal Notice of Variation in November 1983.

Variation 1 of the 79th series relating to residential development in Kaleen, was also tabled in November. The Department agreed to a recommendation by the Committee that a school crossing be provided on Ashburton Circuit when the development is completed. These variations of the 78th and 79th series are now effective.

Item 7 of the 79th series relating to the proposed White Industries development was deferred until a Government decision was made on the development proposal. The Committee approved the variation subject to certain gazettal action on Glebe Park being undertaken. The Committee also recommended that Glebe Park be extended to include a number of mature trees currently in the road reservations of Ballumbir and Coranderrk Streets.

Glebe Park was gazetted as a public park on 14 December. However, the declared area did not include the trees within the road reservations of Ballumbir and Coranderrk Streets. The Minister indicated that prior to any roadworks being undertaken which affect these trees, it would be expected that the environmental impact of the proposal would be assessed and the objective of the Committee in seeing the trees preserved would be obtained.

81A SERIES OF VARIATIONS TO THE CITY PLAN

Explanatory Statement

81A Series of Variations

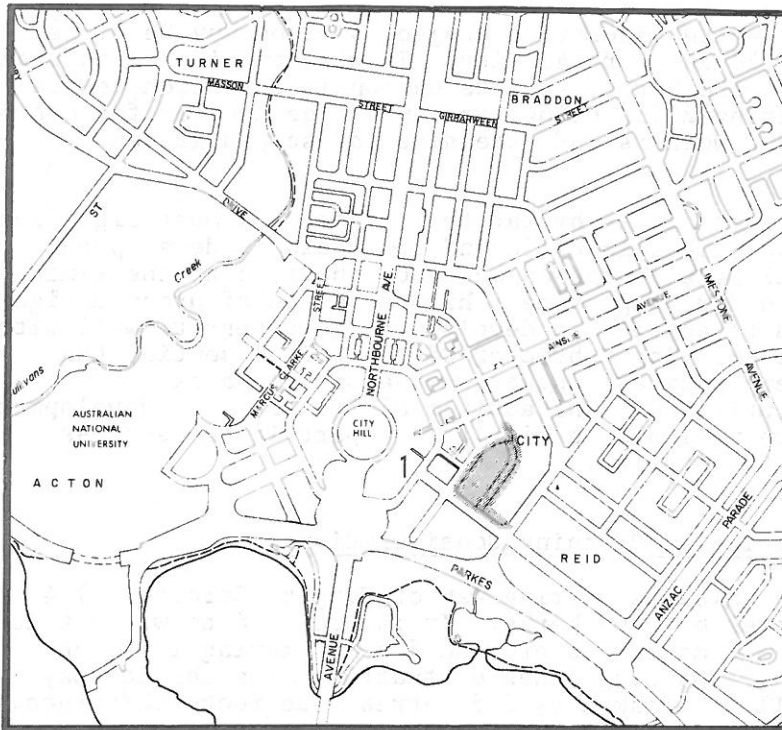
VARIATION 1 (DETAIL MAP N5)

CITY, NANGARI STREET: Deletion of that part of the South West Section of the road reservation of Nangari Street and to incorporate the land which is surplus to requirements into City Section 11. The existing road pavement in Nangari Street will remain together with footpaths and adequate verges. The White Industries project will occupy Sections 11, 60 and part 41 City.

VARIATION No. 1

VARIATION 1.

CITY, NANGARI STREET: Deletion of that part of the South West Section of the road reservation of Nangari Street and to incorporate the land which is surplus to requirements into City Section 11. The existing road pavement in Nangari Street will remain together with footpaths and adequate verges. The White Industries project will occupy Sections 11, 60 and part 41 City.



CITY : Nangari Street - Part Road Deletion

1. Purpose

To remove from the City Plan that part of the South West Section of Nangari Street not required to provide a satisfactory two-way street with adequate footpath/verges and to incorporate the land which is surplus to requirements into City Section 11.

2. Length

110 metres.

3. Estimated Costs

\$75,000.

4. Existing Development

The area forms part of a temporary carpark.

5. Proposed Development

The White Industries project will occupy Sections 11, 60 and part 41 City. It will provide an international standard hotel, an international convention centre seating 2,550 delegates, an office complex for approximately 2,500 workers and extensive landscaped gardens.

The project is by far the biggest and most significant development in Civic and its scale of development will stretch the capacity of the site to the limit. In order to provide a high standard of urban design and to enable the development to integrate well with the existing fabric of Civic it is essential that every available square metre of site area is utilised. The additional 7.5 metre of development site will play a significant part in the success of the project.

6. Particular Planning Considerations

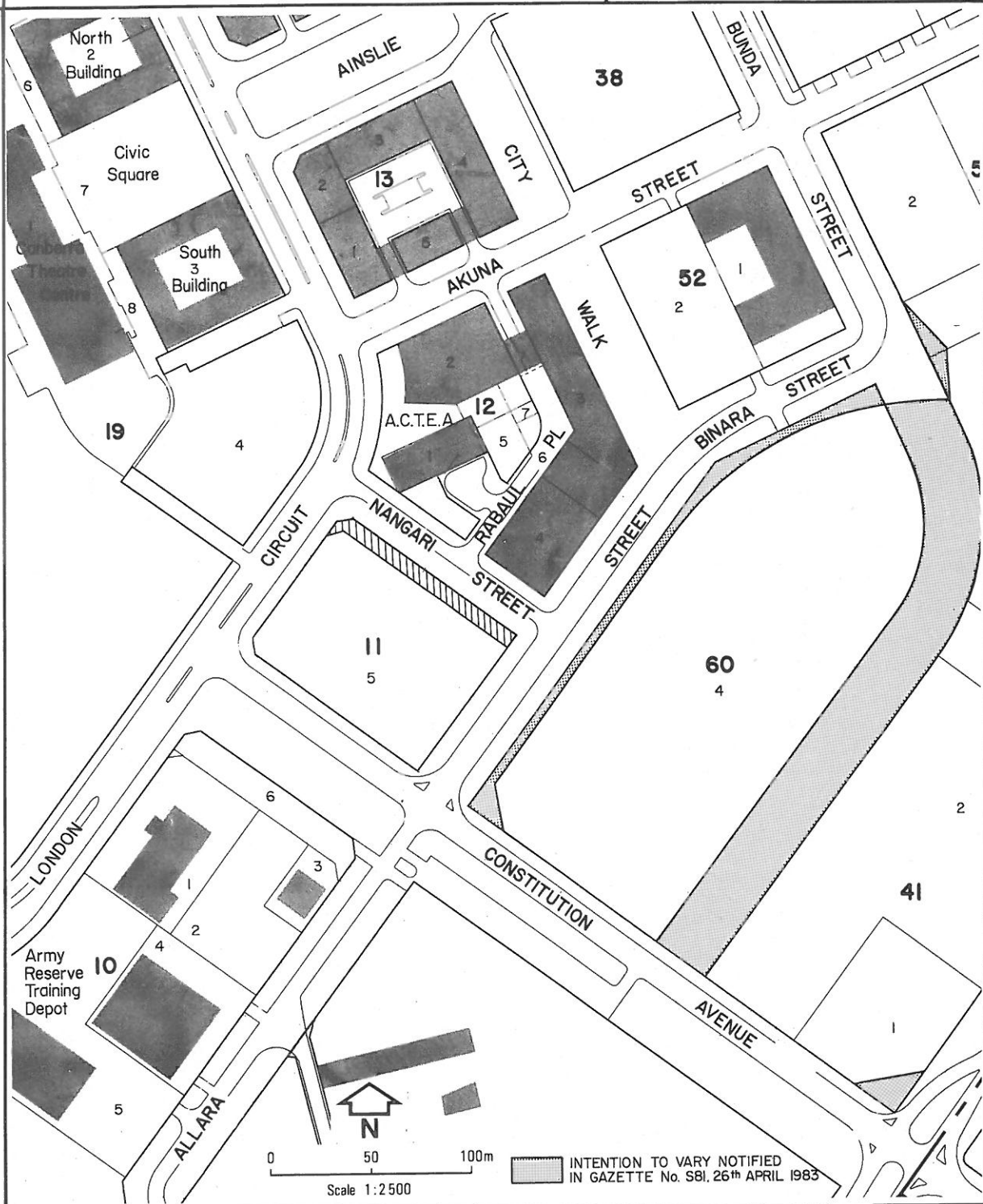
The existing carriageway of Nangari Street is 7.4 metres between kerbs. It is proposed to widen this to 12 metres to provide for two moving lanes and two carparking lanes of traffic. The carriageway will be flanked by 5.5 metres wide footpath/verges.

7. Environmental Considerations

There are no environmental impacts and there are no existing trees on the area subject to gazettal.

8. Public Consultation

Nil.



ROAD ADDITION 
 ROAD DELETION 

CITY : Nangari Street — Part Road Deletion

APPENDIX V

REVISED BASIS OF LEASE

- . 99 year lease
- . Rent - 5 cents per annum
if and when demanded.
- . Normal rates will be payable
- . Commonwealth will sub-lease
available lettable office
space on normal market terms
and conditions for a period of
10 years.
- . On completion, the convention
centre will be handed back to
the Commonwealth at no cost and
the Company or its nominee will
accept a lease back of the
facility for a term of 25
years on terms and conditions
to be agreed provided that the
Lessee bears the costs of all
repairs and maintenance and
pays rent as follows:
years 1-5 rent free
thereafter - a realistic rent
determined at 5
yearly intervals
on a basis to be
agreed.
- . Servicing to be done by
Commonwealth

INITIAL BASIS OF LEASE

- . 99 year lease
- . Rent - 5 cents per annum
if and when demanded.
- . No rates for first 5 years.
- . A commitment by the Commonwealth
to lease all the available lettable
office space for a maximum period
of 5 years with a 5 year option,
provided agreement can be reached
on realistic terms and conditions.
- . Whole complex must remain in the
one ownership.
- . Commonwealth's normal responsibility
to provide a serviced site suitable
for immediate development be
accepted.