

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-SECOND SERIES)  
FIRST REPORT

MAY 1984

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APPENDIX II	List of Witnesses.
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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 F.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 5 and 15.

The Committee defers variation 2 until the National Capital Development Commission can explain fully why incorrect information was included in a letter to Mr. Fry, MP, and whether in fact the variation can be modified to meet objections by deleting the proposed access from Murrarji Street.

## Introduction

1. In the Commonwealth of Australia Gazette, 1 March 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 3 occasions between 13 March and 17 March 1984. Displays showing the proposals were arranged by DTLG at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Coolman Court, Dickson Library, and the public library Erindale Centre, Wanniasa. A display relating to the proposed variation in Tharwa was also mounted at Jeffrey's Store, Tharwa.

3. On 29 February 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 82nd Series of Variations, were formally referred by the Minister for investigation and report. The Minister's letter referring these proposals for the Committee's consideration is at Appendix I.

4. The Committee, in keeping with the practice established in the 30th Parliament, held a public hearing on four of the proposals on 9 April 1984. Twelve witnesses appearing as individuals, representing four 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 that hearing will be available for inspection at the Committee Office of the House of Representatives and at the National Library.

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

6. The Committee was provided with the report from the ACT House of Assembly Standing Committee on Planning and Development on the 82nd Series of Variations to the City Plan. The House of Assembly Committee report is at Appendix III.

7. The National Capital Development Commission and the DTLG supplied jointly prepared briefing notes which set out the background to the variations. These briefing notes 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 three proposals dealt with in this Report is approximately \$8.15 million.

8. The Committee intends to complete its public inquiry on the other 15 items shortly and report to the Parliament in the near future.

82ND SERIES

Variation 15 - Chisholm, Section 575

9. As mentioned previously, on 29 February 1984, the Minister for Territories and Local Government referred the 82nd Series of Variations to the Committee. One of the items, Variation No.15, related to servicing for the Chisholm local shopping centre. In order to enable the retail facilities to be available in Chisholm by Christmas, the Minister for Territories and Local Government has asked the Committee to report to Parliament on this proposed variation as soon as practicable (Appendix V).

10. This proposal provides for the addition to the City Plan of roads to provide access to retail, other commercial, municipal and community uses in the Chisholm Group Centre.

11. The proposal involves the gazettal of approximately 900 metres of road. The cost of construction of the proposed roads is approximately \$1.55 million.

12. The original Tuggeranong Structure Plan proposed that the Chisholm Centre be a group centre of 4000m<sup>2</sup> retail space with associated facilities and be located within Chisholm at the intersection of Goldstein Street and Hambidge Crescent. It is now proposed that the centre be relocated to a more visible and accessible site adjacent to the intersection of Isabella Drive and Hambidge Crescent and that the size of the centre be reduced to that of a major local centre containing 2500m<sup>2</sup> of retail floor space plus an appropriate range of associated uses. The site is capable of subsequent expansion to 3000m<sup>2</sup> if required.



13. Under the original District Plan for Chisholm the site was proposed for district playing fields and a high school and the group centre was what is now the high school site. NCDC believes that closer association with Isabella Drive would provide better access for the retail outlet, and a new location for the high school being further south would serve the student population better.

14. No objections to the proposed variation have been received by the Committee.

15. The Committee was informed that the proposed Chisholm Centre is in accordance with a revised strategy for local retail centres in Tuggeranong. This new strategy intends to provide a series of local centres (akin to traditional neighbourhood centres in Woden and Weston) and group centres to cater for convenience shopping needs.

16. The briefing notes provided to the Committee by the DTLC and the NCDC stated that the release in May 1984 for a 4000m<sup>2</sup> Group Centre at Erindale and the proposed Group Centre at Chisholm are the first steps in the implementation of this strategy.

17. The building of a 4000m<sup>2</sup> shopping centre at Erindale is a radical change from a previous proposal by NCDC for an 18 000m<sup>2</sup> commercial centre at Erindale. This was examined by the Committee and reported upon to the Parliament in the 79th Series of Variations in August 1983.

18. During the public hearings on that proposal in June and August 1983, the Committee was told that the essential precondition for the development of the Tuggeranong Town Centre of a population threshold of the order of 80-85 000 would not be met for at least a decade, but, as there existed a severe shortage of retail facilities in Tuggeranong, NCDC proposed that

a greatly enlarged Erindale Centre be established. The Committee was dissatisfied with the situation in which it found itself of approving roads for a 18 000m<sup>2</sup> centre close to existing facilities (Wanniassa) and close to the proposed Town Centre. Because of the severe shortage of retail facilities in Tuggeranong though, the Committee agreed to the proposed variation and reported accordingly to the Parliament in August 1983.

19. In response to the Committee's report which was critical of NCDC's planning in relation to the Erindale variation, the Commissioner of the NCDC in a letter, dated 6 September 1983, to the Chairman of the Committee (Appendix VI) emphatically stated that:

"To reiterate our findings, Erindale was seen as the preferred option because:

- Erindale is central to the existing Tuggeranong urban area, the Town Centre site is not;
- Erindale has an existing infrastructure of education, recreation and community facilities, the Town Centre does not ... At the present time there is no prospect of either public or private sector office development being located in the proposed Town Centre;
- a major retail facility at Erindale could be provided more quickly than at the Town Centre where it is likely to be at least a decade before all of the related land servicing, employment growth, major non-retail services, and the necessary nearby residential populations support for a Town Centre, could be established;

- . a retail facility at Erindale can take advantage of the existing community facilities. A Town Centre development would be separated from these community facilities or would require their premature duplication;
- . the essential precondition for the development of the Tuggeranong Town Centre is a population threshold of the order of 80-85,000 in Tuggeranong."

20. The Committee has now been told that there has been a substantial change in all of the factors affecting that proposal. The changes given are:

- . population growth rates had been considerably slower in 1981-82 and 1982-83 than subsequently in 1983-84;
- . no private enterprise interest had been shown for a large retail development on the town centre site;
- . NCDC proposals were for private enterprise development at Erindale and the proposition of the Canberra Commercial Development Authority for a bigger centre than 14 000m<sup>2</sup> was not anticipated by the Commission;
- . NCDC's metropolitan planning strategy, at the time of the 79th Series of Variations, was for development to pause in Tuggeranong at the level of about 50 000 or 60 000 population;
- . at that time there was no indication of possible office development south of Woden.

21. Another major development was that the Government took a decision in favour of the Canberra Commercial Development Authority to undertake development of a retail centre at Tuggeranong. However, CCDA brought to the NCDC a proposal considerably larger than the 14 000m<sup>2</sup> that had been proposed at Erindale, which would have been difficult, if not impossible, to accommodate on the Erindale site.

22. NCDC told the Committee that a larger centre than 18 000m<sup>2</sup> was in CCDA's judgment viable and required now. The CCDA agreed that the development should take place at the town centre site. On the basis of updated forecasts of metropolitan population and employment growth, the prospects for Tuggeranong and the Government's decision to have that Authority build the centre, the NCDC changed its policy to a group centre at Erindale and the building of the Tuggeranong Town Centre.

23. The Committee was told that the amount of 14 000m<sup>2</sup> retail space that had been proposed earlier for Erindale had now been divided between Erindale (4000m<sup>2</sup>), Chisholm (2500m<sup>2</sup>) and the Tuggeranong Town Centre (8000m<sup>2</sup>).

24. In the light of the above statement by the Commissioner of 6 September 1983 that it would likely be at least ten years before the necessary preconditions existed which would enable construction of a Town Centre in Tuggeranong to commence, the Committee has difficulties in accepting the evidence of the Commission concerning the provision of retail facilities in Tuggeranong. The Committee can only reiterate its concern expressed in the 79th Series report about "the ad hoc nature of planning decisions in Tuggeranong and the delay in the provision of retail facilities". It can only be hoped that the decisions which have been taken now about the retail structure for Tuggeranong will provide a firm basis for planning and will ensure that retail facilities are established quickly and as required.

25. In the light of the evidence given in the 79th Series, the Committee is surprised and disturbed that it was not formally advised of the major changes to a proposal it had agreed to only recently and on which it had reported its findings to the Parliament. The Committee believes that in order to determine whether Parliament as a whole should be advised of such changes, the Committee should be formally briefed of any major changes to recent proposals reported to Parliament.

26. During the public hearing, the Committee was told that the development of the town centre will remain within the urban runoff catchment area of the proposed lake in Tuggeranong, which will act as a pollution control pond and the runoff of the town centre will not flow into the Murrumbidgee River.

27. The Committee was also told that in view of the decision that there will be no development on the west bank of the Murrumbidgee, no additional bridges across the river will be built.

28. The Committee as stated in the 79th Series report sees an overwhelming need for retail facilities in Tuggeranong, and in approving the variation to the City Plan for the addition of roads to service the Chisholm Group Centre urges that the Centre be released for public auction as soon as possible.

Variation 2 - Hawker, Section 1

29. This variation proposes an addition to the City Plan of residential access roads and three culs-de-sac off Murraraji Street, Hawker, to enable the area to be developed for 67 standard residential blocks.

30. The early plans for the area had identified it as being for institutional purposes. However, NCDC said the sign in front of the area was changed in September 1973 to record that its policy was for institutional and/or residential use. The sign was changed again in March 1977 to indicate that the site was reserved for housing.

31. At that time, NCDC advised residents in Murraraji Street opposite the site that the area was proposed for residential development. There were no objections by residents to the land use, but two residents opposite the proposed access road from Murraraji Street into the site objected to the proposed "T" intersection which was to provide the sole access to the residential development. As a result of those objections, NCDC modified its proposal to include an additional access to the development from Walhallow Street while retaining the access from Murraraji Street. This is the proposal that was put before the Committee.

32. An extensive area of the site has been filled to a depth of 4.5 metres in some areas, and the Committee was informed that potential purchasers of residential blocks will be informed that the land has been filled.

33. The cost of land servicing including road construction is estimated to be \$600 000.

34. Two objections from residents opposite the proposed access road from Murraraji Street, and a notice of objection from all the householders (ten) in Murraraji Street whose properties were directly across from the proposed development, were received. There was no objection to the land use and the main grounds for objection raised by the two residents directly opposite the proposed "T" intersection were:

- devaluation of the properties if an access road to the development is placed opposite the properties;
- increased traffic flow as a result of the intersection, producing aggravation for residents opposite;
- increased safety hazard in the vicinity of the "T" intersection. This was already a hazardous area because of the mix of pedestrians, cyclists, buses and cars who use Murraraji Street and the establishment of the intersection would increase congestion problems and hence the accident potential;
- a viable alternative access road could be provided which overcame the above problems.

35. The objectors proposed that the viable alternative access was to the eastern side of the development connecting into Walhallow Street near the Hawker sporting fields. One of the objectors, Mr Jensen, tabled a copy of a letter from NCDC in response to representations made about the Hawker proposal by Mr Fry, MP, in his capacity as local Parliamentary Member, on behalf of the objectors. That letter stated in part that:

"... if the Joint Committee does not support the Commission's proposed access to Murraraji Street the sub-division could be modified slightly to delete it."

Mr Jensen quite rightly believed that this statement gave weight to his belief that his objection could be accommodated without substantially effecting the proposed development.

36. When the Committee sought clarification of this statement, NCDC claimed that the statement was incorrect and should not have been included in the letter. They claimed that access to the sub-division as proposed in the variation could not be modified as had been stated in the letter.

37. The Committee believes it is most unsatisfactory for such a letter to contain such an inaccuracy. NCDC did not elaborate on how the letter had been sent containing this inaccuracy nor did it inform either Mr Fry or the objector that the information in the letter was incorrect. The Committee, Mr Fry and the objectors are rightly entitled to a full explanation of how the error occurred.

38. A number of reasons for being unable to modify the Hawker proposal were given by NCDC. It was claimed that the objector's proposed access road to the east of the development would direct traffic along Walhallow Street to the group centre in Hawker, that Walhallow Street was a narrow road not designed for traffic from a residential development and was often crowded at weekends when the playing fields were being used. NCDC also believed that the question was one of the standard of residential amenity and that it had considered a single access from the development to Murranji Street was the ideal because of concern about the loading on Walhallow Street. However, in response to the objections the Commission had modified the ideal to provide the additional access from Walhallow Street. Further modification to delete the access road from Murranji Street was not possible.



39. In response to the evidence of the Commission, the objectors claimed that, despite the other access to the sub-division from Walhallow Street that NCDC had incorporated in their modified proposal, their belief was that 70-80 per cent of the traffic from the development still would use the Murranji Street access. They also claimed that the sporting fields were used extensively of a weekend only about 12 times a year, and that traffic congestion in Walhallow Street on these 12 occasions a year was preferable to the day and night disruption to them as a result of the establishment of the "T" intersection.

40. Mr Latham, Associate Commissioner of NCDC, noted that a decision by the Committee not to approve the road giving access from Murranji Street would not necessarily mean that the sub-division would not proceed. He claimed that:

"It would have to be possible to redesign the sub-division in some other way to try to accommodate the interests that have been expressed to the Committee. We could not guarantee that that could be achieved. We certainly would have to say that it could only be achieved by affecting somebody else's interest in Murranji Street."

Mr Latham said that an additional factor which the Committee might want to consider was the effect that not agreeing to the variation would have on the land servicing program.

41. The Committee shares NCDC's concern about the land servicing program. However, the Committee cannot approve this variation while the evidence placed before it by NCDC is inadequate. It is up to NCDC to provide adequate information to the Committee so that a decision can be made.

42. The Committee recommends that further consideration of this variation be deferred until NCDC can explain fully why incorrect information was included in its letter to Mr Fry and whether in fact the variation can be modified to delete the proposed access from Murraraji Street. If modification is not possible NCDC should explain to the Committee why it is not possible and detail the problems with other proposals which make them unfeasible. When this information is provided the Committee will reconsider the matter.

Variation 5 - Lyneham, Section 57

43. This proposal provides for culs-de-sac, access and collector roads to allow the development of Section 57, Lyneham, (the intersection of Ginninderra Drive and Ellenborough Street) for residential purposes including some community facilities.

44. The proposed residential development consists of 544 sites ranging from standard residential blocks to smaller cottage, courtyard and townhouse blocks. The site is expected to house about 1600 people. The two existing homesteads will be retained to accommodate community facilities.

45. The cost of roads and land servicing of the development is estimated at approximately \$6.0m.

46. Two objections to the proposal were received.

47. The first objector, Mr Wheatley, was critical of the low yield of blocks from the site as planned by NCDC. He proposed an alternative plan for the area which would have increased the number of available blocks by 50 per cent without increasing the cost of servicing the site.

48. In evidence, NCDC acknowledged that Mr Wheatley's plan had picked up a number of similar principles to those of the NCDC plan such as the reservation of the eastern area for playing fields and community facilities, the recognition of Ginninderra Drive as an important boundary and the emphasis which should be placed on reserving the northern ridge line.

49. However, NCDC claimed that Mr Wheatley had been able to obtain a great many more blocks out of the area by ignoring other important principles of residential land planning to which it adheres. Housing in Mr Wheatley's plan goes much further up the hill than the Commission believed desirable in protecting the open space area of the ridge. The sections provided in the NCDC plan to enable access to the open space on the ridge was an additional cost but one which the Commission believed was justified in the interests of the whole community. NCDC had designed the road system to ensure it was sympathetic with the contours of the land and was also cost effective. Mr Wheatley's plan provided for straight roads which did not necessarily follow the contours of the land and which could mean that fill would be needed in some areas. NCDC also claimed that Mr Wheatley had been able to increase the total number of blocks by decreasing the size of individual blocks and extending the development beyond the boundary in the Policy Plan.

50. The Committee endorses the principles of ensuring that planning takes into account as far as possible the natural attributes of an area including topography, tree cover, aspect, drainage patterns, etc. It also endorses the Commission's policy of preserving extensive hill and ridge areas as part of the National Capital Open Space System and that access to these areas by the general community is maximized. These principles have been adhered to in the proposed Lyneham development while also providing a substantial number of urgently needed residential blocks.

51. The second objection was from Pedal Power ACT Inc. Pedal Power expressed a general concern that adequate facilities be provided for bicyclists in new developments. Its representative noted that there were only 100 kilometres of cycleway in the ACT compared with 2000 kilometres of road.

As a result cyclists often had no choice but to use the roads. It was claimed that current bicycle planning in Australia acknowledged that every street was a bicycle street and that therefore on-road bicycle facilities had to be provided to ensure that both cyclists and motorists could use the road safely. This was typically done by making the kerbside lane wide enough so that both cyclists and motor vehicles could use the same lane at the one time. As NCDC only had a policy to provide off-road cycleway facilities no such provision was made in the ACT.

52. Pedal Power also expressed a particular concern that there were only two access points into the proposed development and that all traffic including bicyclists would be funnelled into these relatively busy intersections.

53. NCDC noted the cyclists were provided for in the proposed development with cycle routes that would link into the internal pedestrian system which would be part of the suburb. This pedestrian system then connected with an overhead bridge across Ginninderra Drive so that access was provided into Lyneham Primary School and other Lyneham facilities for pedestrians and cyclists.

54. There may be some point in providing on-road facilities for cyclists in view of the high cost of establishing and maintaining off-road facilities and because a number of cyclists prefer to use the roads. This concept should be investigated and the Committee will seek briefing from NCDC and DTLG on this matter. However, the value of off-road facilities is that they provide safe cycling for all users, particularly for young and inexperienced cyclists. In view of the cost, it would seem difficult to provide both on-road and off-road facilities.

Off-road facilities, in enabling all cyclists to travel safely are favoured. The off-road facilities to be provided in the new development appear to be adequate.

55. The Committee approves the variation.

A handwritten signature in black ink, appearing to read 'Ken Fry', written in a cursive style.

(KEN FRY)  
Chairman

1 May 1984

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

PARLIAMENT HOUSE  
CANBERRA, A.C.T. 2200

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

29 FEB 1984

Dear colleague

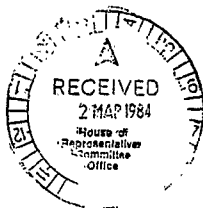
On 1 March 1984, notice of my intention to vary the plan of the layout of the City of Canberra and its environs, representing the 82nd series of variations, will be published in the Gazette.

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.

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

Yours fraternally

  
TOM UREN



82ND SERIES OF VARIATIONS.

W I T N E S S E S

ACT House of Assembly

Mr P. Vallee  
Chairman, House of Assembly's Planning and Development  
Committee

Department of Territories and Local Government

Mr E.G. Davenport  
Assistant Secretary

Mr N.J. Gascoigne  
O.I.C. Statutory Processes Section

Dr M. Braysher  
Wildlife Biologist

National Capital Development Commission

Mr M.M.B. Latham  
Associate Commissioner

Mr C.J. Campbell  
Chief Planner

Mr C.D.W. Pain  
Chief Engineer

Variation:

2. Mr J.R. Miller  
2. Mr G.W. Jensen  
5. Mr N.G. Wheatley  
5. Pedal Power ACT Inc.



82ND SERIES OF VARIATIONS

W I T N E S S E S

ACT House of Assembly

Mr P. Vallee  
Chairman, House of Assembly's Planning and Development  
Committee

Department of Territories and Local Government

Mr E.G. Davenport  
Assistant Secretary

Mr N.J. Gascoigne  
O.I.C. Statutory Processes Section

Dr M. Braysher  
Wildlife Biologist

National Capital Development Commission

Mr M.M.B. Latham  
Associate Commissioner

Mr C.J. Campbell  
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Variation:

2. Mr J.R. Miller  
2. Mr G.W. Jensen  
5. Mr N.G. Wheatley  
5. Pedal Power ACT Inc.

AUSTRALIAN CAPITAL TERRITORY HOUSE OF ASSEMBLY



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REPORT NO. ....21.  
OF THE  
STANDING COMMITTEE ON  
PLANNING AND DEVELOPMENT

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This report and the recommendations were approved by the  
A.C.T. House of Assembly meeting on 27 March 1984.

VARIATIONS TO THE CANBERRA  
CITY PLAN (82ND SERIES)

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MARCH 1984

**PERSONNEL OF THE COMMITTEE**

**CHAIRMAN** ..... Mr. Vallee .....  
..... Mrs. Cains .....  
..... Mr. Clements .....  
..... Mr. Doyle .....  
..... Mr. Whalen .....

**CLERK TO**  
**THE COMMITTEE** ..... Ms. K. Newton .....

## INTRODUCTION

1. The Standing Committee on Planning and Development has examined the 82nd Series of Variations to the Canberra City Plan contained in the Commonwealth of Australia Gazette No. S81 of 1 March 1984.
2. The Committee was briefed on the proposals on 20 March 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. Brief details of the eighteen proposed variations follow. Specific comments which the Committee wishes to draw to the Assembly's attention have been included. The proposed variations are supported without any objections.

### SERVICE AREA : EVATT (VARIATION NO. 1)

4. This deletion from the Plan of part of the service area in McClure Place will enable extensions to the existing supermarket. The Committee noted that the extensions would provide an additional 120 sq m to the existing 300 sq m supermarket, which increased size was in accordance with the plan for such Local Centres.

### NEW HOUSING : HAWKER (VARIATION NO. 2)

5. This variation will provide access roads to enable the development of 67 standard residential blocks on land at the junction of Belconnen Way and Murranji Street. The Committee considered in particular the location of the proposed access road into Murranji Street and was advised that the site of the road junction as proposed was the most appropriate location.

ACCESS ROAD : SCULLIN (VARIATION NO. 3)

6. This addition to the Plan of an existing car park will provide access and off street parking to the Scullin Health Centre and Community Hall, and to an adjacent site reserved for a proposed early childhood education centre.

MODIFICATION OF ROADS : BRUCE (VARIATION NO. 4)

7. This variation will provide access to proposed car parks, improve access to existing car parks, and modify an existing road to provide dual carriageways and a central median strip at the National Sports Centre. The Committee was satisfied that the proposed road layout and modifications would accommodate future proposed developments at the Sports Centre, and were necessary to facilitate the holding of world class sports events. The Committee noted that discussions were shortly to be undertaken by the NCDC and the Department to resolve some outstanding issues relating to bus access and routing through the Centre, but that these would not affect the road and parking framework as proposed in this variation.

NEW HOUSING : LYNEHAM (VARIATION NO. 5)

8. This variation provides for access roads to enable residential development and the provision of community facilities on land at the junction of Ginninderra Drive and Ellenborough Street Lyneham. The Committee noted that the proposed road system would provide for a residential development of 544 sites, for various types of housing. The development, which is expected to be completed in late 1985 or early 1986, will go some way towards meeting the particular need for housing in the inner Canberra area.

ACCESS ROAD : CITY (VARIATION NO. 6)

9. This variation provides for an access road and vehicular layby on the site of the proposed Australian Federal Police Headquarters Building, at Section 61, City (adjacent to Farrell Place, and between Marcus Clarke Street & London Circuit).

TOURIST ACCESS : PARKES (VARIATION NO. 7)

10. The variation modifies the road reservation and relocates the cycleway in Kings Park and provides for tourist access to Aspen Island and the Carillon by way of Kings Avenue. The Committee agreed there was an urgent need to improve access so as to provide for an increased tourist focus at Kings Park, and was satisfied that the proposals set out in this Variation would substantially achieve this aim.

CYCLEWAY : LAKE BURLEY GRIFFIN (VARIATION NO. 8)

11. This addition to the Plan will complete the cycleway around Lake Burley Griffin. The variation adds the final section of the cycleway from Kings Park via Jerrabomberra Wetlands to link with Barton. The cycleway has been planned to accord with the Wetlands Development Plan, and, when completed, will provide a significant national cycle circuit.

RESIDENTIAL SITES : PHILLIP (VARIATIONS NOS 9 & 10)

12. These variations will provide for access roads to enable the development of medium density residential sites at Swinger Hill, Phillip. These will complete the Swinger Hill development by providing some 80 to 155 residential units. The Committee was advised that the developers in conjunction with the NCDC, would determine the actual number of units, design standards etc, for the development.

ACCESS ROAD AND CAR PARKING : OXLEY (VARIATION NO. 11)

13. This variation deletes from the Plan an as yet unconstructed access road and parking area for a proposed small shop site not now to be developed. The site will instead be subdivided for standard residential blocks.

UNCONSTRUCTED ROAD : OXLEY (VARIATION NO. 12)

14. This variation deletes an as yet unconstructed road originally designed to service a proposed residential development. The land will instead be included in the surrounding Hill Reserve.

SERVICE AREA : WANNIASSA (VARIATION NO. 13)

15. This will delete from the Plan sections of Sangster Place to enable the construction of service and storage areas for the existing supermarket.

RESIDENTIAL SITES : KAMBAH (VARIATION NO. 14)

16. This variation will provide access roads to enable the development for residential purposes of vacant land at the junction of Athlon and Sulwood Drives. The Committee noted that 144 blocks would be developed in the area, and that these were expected to be released in late 1985 or early 1986.

CHISHOLM CENTRE : CHISHOLM (VARIATION NO. 15)

17. This addition to the Plan provides for access roads to proposed retail, commercial, municipal and community sites at the Chisholm Centre. The proposal includes sites for a 2500 sq m retail centre, a fire station, a service station, tavern, take away food shop, and club and church sites. The Committee noted that it was intended to release the retail centre and certain other sites for auction later this year.

RESIDENTIAL SITES : MACARTHUR (VARIATIONS NOS 16 & 17)

18. These variations provide for access roads and the extension of roads to allow development of further residential sites on land off Isabella Drive (10 sites) and off Jackie Howe Crescent (40 sites) Macarthur.

THARWA ROAD : THARWA (VARIATION NO. 18)

19. This variation provides for the gazettal of an existing section of road which had previously been de-gazetted in the 66th Series of Variations. This present gazettal is to regularise the continued use of the section of road due to the postponement of plans to construct a new bridge at Tharwa. The Committee was advised that current major upgrading work on the existing bridge would extend its life by a further 10 years. The Committee intends to pursue with the NCDC, future proposals for the replacement of the present bridge and details of design, location and costings, as a separate issue from this proposed Gazettal.

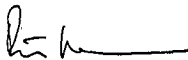
COMMITTEE COMMENT RE: RESIDENTIAL DEVELOPMENTS

20. The Committee was pleased to note that several of the proposed Variations (Nos 2,5,9,10,14,16, & 17) related to proposed residential developments which would eventually yield approximately 1000-1100 housing sites. The Committee urges that land servicing work on these proposed sites should be expedited so that they can be released for construction at the earliest opportunity.

RECOMMENDATIONS

The Committee recommends:

- (1) That the 82nd Series of Variations to the City Plan be approved; and
- (2) That this Report and recommendation be transmitted by message to the Minister.



(PETER VALLEE)  
Chairman

22 March 1984



Department  
of  
Territories  
and Local  
Government

National  
Capital  
Development  
Commission

Seat of Government  
(Administration)  
Act 1910

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

**82nd Series**

**Briefing  
Material  
Public  
Comments  
and  
Objections**

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Prepared for the  
Parliamentary  
Joint Committee  
on the ACT

Canberra  
March 1984

SEAT OF GOVERNMENT ADMINISTRATION ACT 1910

PROPOSALS TO VARY THE PLAN OF LAYOUT OF THE  
CITY OF CANBERRA AND ITS ENVIRONS (82ND 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. S 81 of 1 March 1984. The material has been prepared for the public enquiry by the Joint Committee on the Australian Capital Territory into the 82nd 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 29 February 1984 pursuant to paragraph 1(a) of the Committee's instrument of appointment.

The 82nd series of variations comprise 18 items, all of which are being sponsored by the National Capital Development Commission.

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 TERRITORY  
AND DEVELOPMENT  
COMMUNITY DEVELOPMENT

GOVERNMENT  
STEP 100  
L 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

29 February 1984

Dear colleague

On 1 March 1984, notice of my intention to vary the plan of the layout of the City of Canberra and its environs, representing the 2nd 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.

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

Yours fraternally

TOM UREN

#### 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, Cooleman Court, Dickson Library and the Public Library, Erindale Centre, Wanniasa. A display relating to the proposed variation in Tharwa was also mounted at Jeffery's Store, Tharwa. The Department also advertised the variations in the Canberra Times on three occasions.

# **MEDIA STATEMENT**

Department of Territories  
and Local Government

The Department of Territories and Local Government has announced eighteen proposed changes in the 82nd Series of Variations to the City Plan.

The changes provide for:-

- Addition of new roads and extension of existing roads in the suburbs of Macarthur, Kambah and Hawker to permit further development for residential purposes.
- Addition of new roads in Lyneham to permit the development of Section 57 for residential and some community purposes.
- Addition of new roads to enable the development of the proposed Chisholm Centre which is to include retail, other commercial, municipal and community facilities.
- Modification of the road system in Bruce, Sections 4, 8, 9 and 20 to improve access to the National Sports Centre and associated proposed carparking.
- Additions of new roads in Phillip to enable the development of medium density residential sites.
- Deletion of parts of existing service roads associated with shops in Evatt and Wanniasa to permit the improvement of existing supermarket facilities.
- Deletion of two unconstructed roads in Oxley which will in one area increase the area available for the hill reserve and in another allow for further residential development.
- Modification of Wendouree Drive and the cyclepath associated with Kings Park, Parkes to improve tourist access and enable the provision of further facilities.

Addition of new cycleway from Kings Park via the Jerrabomberra Wetlands to Bowen Park which will complete the recreational cycleway around Lake Burley Griffin.

Addition of an existing car park which gives access to existing and proposed community facilities in Scullin.

Minor road additions to enable access to the site for the proposed Australian Federal Police Headquarters on Section 61 City.

Addition of existing sections of Johnson Street and Tharwa Road which were degazetted in conjunction with the proposal to provide a new bridge. The life of the existing bridge will not be extended by approximately ten years postponing the need for a new bridge.

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 21 March 1984 will be forwarded to the Parliamentary Joint Committee on the ACT for consideration during their public hearing into the proposals.

The intended changes will be on display at Belconnen and Monaro Malls, Woden Shopping Square, Dickson Library, Cooleman Court and the Erindale Library, Wanniasa until the closing date for lodgement of submissions. Jeffery's store at Tharwa will also display details of the item concerning Tharwa. Copies of the Commonwealth of Australia Gazette containing the Notice of intention to vary the Plan are available at the Government Bookshop in Alinga Street.

1 March 1984



## DEPARTMENT OF TERRITORIES AND LOCAL GOVERNMENT

# 82ND SERIES OF VARIATIONS TO THE CITY PLAN

In the Gazette No 261 of Thursday 13.3.84 the Minister for Territories and Local Government, and his advisers (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, with the Secretary, Department of Territories and Local Government, GPO Box 156, Canberra City, 2601, no later than 3.00pm on Wednesday 21.3.84. Submissions may be made by hand at Room 265, South Building, Civic Offices, London Circuit, Canberra City.

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

Details showing all of the proposed changes will be available at the Suburban and Manuka Leagues, Weston Smokers League, Canberra Court, Outlook Library, and the Public Library, Brindley Centre, Wannamatta. A display relating to the proposed variations is there, as well as a display at the Canberra City Council, 265, South Building, Civic Offices, London Circuit, Canberra City.

### VARIATION 1

**EVATT, MacCure Place:** Deletion from the Plan of the part of MacCure Place which forms part of the service area at the rear of Block 15 Section 31, to enable the extension of the existing supermarket.

### VARIATION 2

**HAMMERS Section 1:** Addition to the Plan of residential access roads off Murray Street to enable the development of 47 standard residential blocks within Section 1 Hamers.

### VARIATION 3

**SCULLIN Section 42:** Addition to the Plan of an existing car park which provides access to and off street parking for the South Mooloolaba Centre and Community Hall. The car park will be enclosed and parking is to be adjacent to lanes for an early school bus and community centre.

### VARIATION 4

**BRUCE, Sections 5, 8, 9 and 20:** Addition and deletion of roads which will provide access to proposed car parks associated with the National Sports Centre on the western side of Levee Creek and improve access to existing car parks and areas. The road reservation of Levee Creek will be modified to provide dual carriageway with a central median.

### VARIATION 5

**LYTHEHAM Section 57:** Addition to the Plan of access and residential roads to permit the development of Section 57 Lytheham for residential purposes including some community housing.

### VARIATION 6

**CITY Section 61:** Addition to the Plan of an access road to the site of the proposed Australian Federal Police Headquarters Building on Section 61 and 2 minor additions to the London Circuit road reservation to provide a vehicular way for the site.

### VARIATION 7

**FALKEES, Kings Park:** Modifications to the road reservation of Wandanara Drive and junction of the roadway in Kings Park to improve tourist access to the Carols, the MVALS Canberra Memorial, Gravelly Park and to enable the provision of further facilities in Kings Park.

### VARIATION 8

**KINGS PARK TO TOLOPEA PARK VIA WETLANDS:** Addition to the Plan of a roadway from Kings Park, Falkees via the Wetlands/Wetlands through to Barton bringing with existing corridors in Tolopea Park and Barton Park, that containing the residential reservation around Lake Burley Griffin.

### VARIATION 9

**PHILLIP, Sections 102 and 120:** Addition to the Plan of roads to provide access to enable the development of medium density residential sites in Sections 102 and 120 Phillip.

### VARIATION 10

**PHILLIP, Sections 80 and 120:** Addition to the Plan of roads to provide access to enable development of medium density residential sites in Sections 80 and 120 Phillip.

### VARIATION 11

**OLEY, Road 100 and 100D:** Deletion from the Plan of an unconstructed access road and car parking area previously associated with a shop site on Section 44 which is now to be developed as standard residential blocks.

### VARIATION 12

**OLEY, Road 100H:** Deletion from the Plan of an unconstructed road originally designed to service residential development in part of Section 47 Oley. This area will now be included in the lot reserve.

### VARIATION 13

**WANNAMATTA, Scepter Place:** Deletion from the Plan of two sections of Scepter Place, Wannamatta, to enable the construction of private and multiple areas required by the existing infrastructure.

### VARIATION 14

**KAMBIL, Section 489:** Addition to the Plan of access roads to permit the development of approximately 183 hectares of vacant land in Section 489 Kambila for residential purposes.

### VARIATION 15

**CHESSHOLM Section 575:** Addition to the Plan of roads to access sites for retail other commercial, municipal and community uses to be located on the proposed Chisham Centre. Sites 1 is intended that the Chisham Centre have access from the existing Centre Street and not a roundabout at the intersection of Honeysuckle and Honeysuckle Crescents.

### VARIATION 16

**MACARTHUR, Section 244:** Extension of an existing lot to enable the development of a further 40 standard residential blocks in Section 244 MacArthur.

### VARIATION 17

**MACARTHUR, Sections 244 and 251:** Addition to the Plan of roads to enable the development of a further 40 standard residential blocks in Section 244 and 251 MacArthur.

### VARIATION 18

**THURMUCK, Sections 5 and Tharna Road:** Addition to the Plan of a section of an existing road between Tharna Road from the existing Tharna Bridge to the existing existing road. The road will be developed in the 82nd Series of Variations as part of the proposal to provide a new bridge however the site on the existing bridge is to be arranged by a supplementary variation, postponing the need for a new bridge.

Telephone enquiries should be directed to Mr H. Cosgrove on 485488 or Mrs S. Procter on 485111.

This advertisement appeared in the Canberra Times on three separate occasions, Saturday 10.3.84 (erratum published 13.3.84), Wednesday 14.3.84 and Saturday 17.3.84

NOTES ON THE 79TH 81ST AND 81A SERIES OF VARIATIONS

On 28 February 1984 the Minister tabled a formal notice of variation in both Houses of Parliament for item 7 of the 79th series relating to the White Industries development. This variation, agreed to by the Committee, is now effective.

The variation proposal of the 81A series which will enable the enlargement of the office block component of the White Industries development was referred to the Committee on 11 January 1984. The Committee conducted a hearing as part of its investigations into the matter on 23 February 1984.

The outstanding variation proposal of the 81st series, variation 19 relating to Tharwa, was not considered as part of the 81st series at the Minister's request, pending detailed examination of the problems concerning water supply and sewerage disposal in Tharwa.

The National Capital Development Commission have confirmed that the results of these examinations preclude consideration of the proposal at this stage.

Soil absorption tests and sub-surface investigations in the area of Johnson Street, proposed for residential development, show that the area is unsuitable for waste water disposal by means of absorption systems. Other options considered were rejected on the basis of being uneconomic or unsuitable for the area and were not supported by Government authorities.

The examination also indicated that alternatives in providing a permanent water supply to Tharwa are not economically viable and the most desirable solution of providing water from Tuggeranong would not be feasible until development extended further south. Residents will therefore continue to be responsible for their own water supply.

Accordingly the Minister has informed the Committee that it is no longer his intention to proceed with the variation proposal.



EXPLANATORY STATEMENT  
82ND SERIES OF VARIATIONS.

VARIATION 1

EVATT, McClure Place: Deletion from the Plan of that part of McClure Place which forms part of the service area at the rear of Block 15 Section 31, to enable the extension of the existing supermarket.

VARIATION 2

HAWKER, Section 1: Addition to the Plan of residential access roads off Murraraji Street to enable the development of 67 standard residential blocks within Section 1 Hawker.

VARIATION 3

SCULLIN, Section 43: Addition to the Plan of an existing car park which provides access and off street parking to the Scullin Health Centre and Community Hall. This car park will also provide access and parking to an adjacent site selected for an early childhood education centre and community creche.

VARIATION 4

BRUCE, Sections 5,8,9 and 20: Addition and deletion of roads which will provide access to proposed car parks associated with the National Sports Centre on the western side of Leverrier Crescent and improve access to existing car parks in this area. The road reservation of Leverrier Crescent will be modified to provide dual carriageways with a central median.

VARIATION 5

LYNEHAM, Section 57: Addition to the Plan of access and residential roads to permit the development of Section 57 Lyneham for residential purposes including some community facilities.

VARIATION 6

CITY, Section 61: Addition to the Plan of an access road to the site for the proposed Australian Federal Police Headquarters Building on Section 61 and a minor addition to the London Circuit road reservation to provide a vehicular layby for this site.

VARIATION 7

PARKES, Kings Park: Modifications to the road reservation of Wendouree Drive and relocation of the cycleway in Kings Park to improve tourist access to the Carillon, the HMAS Canberra Memorial, Grevillea Park and to enable the provision of further facilities in Kings Park.

VARIATION 8

KINGS PARK TO TELOPEA PARK VIA WETLANDS: Addition to the Plan of a cycleway from Kings Park, Parkes via the Jerrabomberra Wetlands through to Barton linking with existing cycleways in Telopea Park and Bowen Park, thus completing the recreational cycleway around Lake Burley Griffin.

VARIATION 9

PHILLIP, Sections 103 and 130: Addition to the Plan of roads to provide access to enable the development of medium density residential sites in Sections 103 and 130 Phillip.

VARIATION 10

PHILLIP, Sections 52 and 129: Addition to the Plan of roads to provide access to enable development of medium density residential sites in Sections 52 and 129 Phillip.

VARIATION 11

OXLEY, Road HDR and HDD: Deletion from the Plan of an unconstructed access road and car parking area previously associated with a shop site on Section 46 which is now to be developed as standard residential blocks.

VARIATION 12

OXLEY, Road HEH: Deletion from the Plan of an unconstructed road originally designed to service residential development in part of Section 47 Oxley. This area will now be included in the hill reserve.

VARIATION 13

WANNIASSA, Sangster Place: Deletion from the Plan of two sections of Sangster Place Wanniassa to enable the construction of service and storage areas required by the existing supermarket.

VARIATION 14

KAMBAH, Section 499: Addition to the Plan of access roads to permit the development of approximately 19.5 hectares of vacant land in Section 499 Kambah for residential purposes.

VARIATION 15

CHISHOLM, Section 575: Addition to the Plan of roads to access sites for retail, other commercial, municipal and community uses to be located in the proposed Chisholm Centre.

VARIATION 16

MACARTHUR, Section 394: Extension of an existing cul-de-sac to enable the development of a further 10 standard residential blocks in Section 394 Macarthur.

VARIATION 17

MACARTHUR, Section 344 and 391: Addition to the Plan of roads to enable the development of a further 40 standard residential blocks in Section 344 and 391 Macarthur.

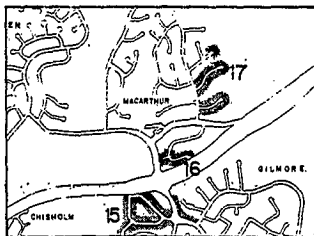
VARIATION 18

THARWA, Section 5 and Tharwa Road: Addition to the Plan of a section of an existing road between Tharwa Street and Johnson Street and a section of the existing Tharwa Road from the historic Tharwa Bridge to the existing gazetted road. The roads were degazetted in the 66th Series of Variations as part of the proposal to provide a new bridge. However the life of the existing bridge is to be extended by approximately ten years postponing the need for a new bridge.

# VARIATION No. 15

## VARIATION 15

CHISHOLM, Section 575: Addition to the Plan of roads to access sites for retail, other commercial, municipal and community uses to be located in the proposed Chisholm Centre.



CHISHOLM : SECTION 575. - ROAD ADDITIONS

1. Purpose

This proposal provides for the addition to the City Plan of roads to provide access to retail, other commercial, municipal and community uses in the Chisholm Group Centre.

2. Length

The total length of the proposed roads to be constructed is approximately 900 metres.

3. Estimated Cost

Approximately \$1.55 million.

4. Existing Development

The site for Chisholm Group Centre is bordered by Isabella Drive, Hambidge Crescent, Proctor Street and the parking area for Chisholm district playing fields. It was originally planned and has been shaped for playing field use. An open grassed floodway channel traverses the northern and eastern sides of the site.

5. Proposed Development

Sites will be provided in the centre for a supermarket, other retail uses, personal services, professional offices, a TAB, tavern, take-away food outlet, service station, garden centre, commercial recreation facility, club, fire station, churches and some community uses.

In addition to the construction of the roads to serve these uses, the Commonwealth will be responsible for the provision of public carparking for the centre, and plantings associated with the landscape enhancement of the centre.

Access to the centre from the east will be via a roundabout at the intersection of Hambidge and Heagney Crescents. A change to the gazetted alignment of Heagney Crescent (not yet constructed) as it approaches Hambidge Crescent will be necessary for the construction of this roundabout. Access from the north (from Isabella Drive) and from the south (from Proctor Street) will also be provided.

#### 6. Particular Planning Considerations

The site was selected on the basis of its high degree of visibility and accessibility from adjacent major traffic routes and its convenient location within the catchment it serves. The road network is designed to provide convenient and clear access both into the centre from the external roads, and to uses in the centre for private and public transport.

The centre is planned as a Group Centre with a retail floorspace of 2,500m<sup>2</sup>, capable of subsequent expansion to 3,000m<sup>2</sup> in response to demand. It is proposed in accordance with a revised strategy for local retail centres in Tuggeranong. This strategy envisages the provision of a series of local centres (akin to traditional neighbourhood centres in Woden and Weston) and group centres to meet convenience shopping needs. The release in May 1984 of the sites for a 4,000m<sup>2</sup> Group Centre at Erindale and the proposed Group Centre at Chisholm are the first steps in the implementation of this strategy. The necessary site servicing and roadworks will be carried out in conjunction with the development of the centre.

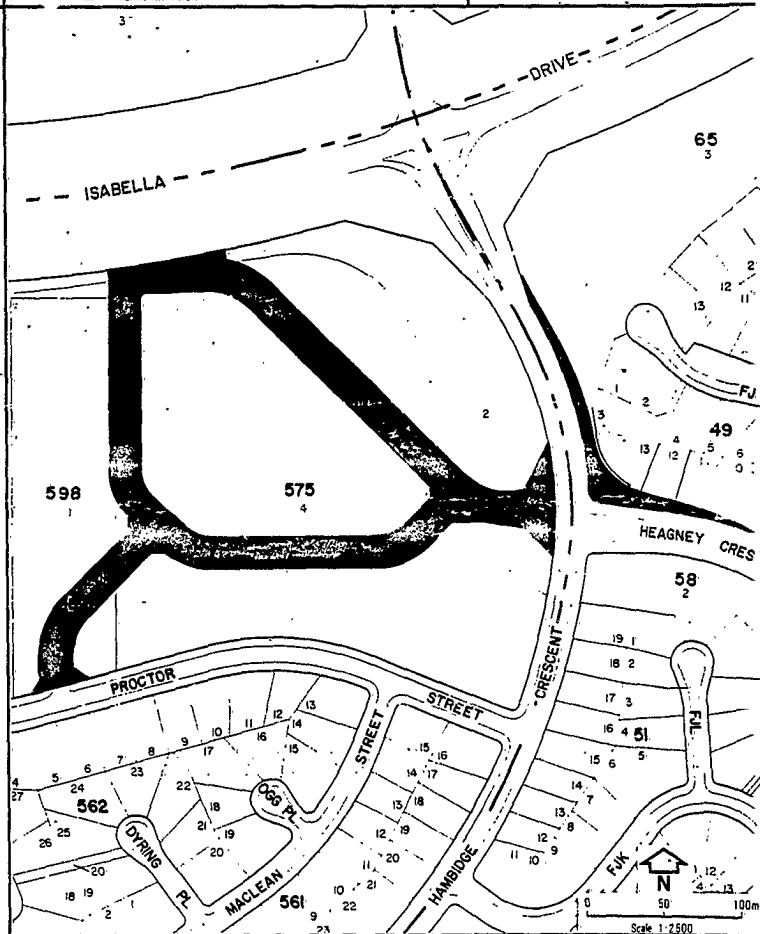
Within the centre passive uses such as the churches and commercial recreation facility are located at the interface with residential development, and uses with potential for affecting residential amenity such as the tavern, club, service station and fire station are located away from housing.

#### 7. Environmental Considerations

In addition to the abovementioned distribution of land uses within the centre, landscaping will be established to further protect the amenity of adjacent residential properties.

8. Public Consultation

A draft Policy and Development Plan proposing the location of the Chisholm Group Centre on this site was released by the Commission for public comment in February 1984. The reaction was generally favourable and the Policy Plan is currently being finalised in the light of the comments received.



ROAD ADDITION

ROAD DELETION



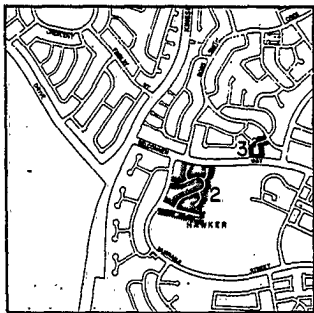
CHISHOLM: Section 575 - Road Additions



VARIATION No. 2

VARIATION 2

HAWKER, Section 1: Addition to the Plan of residential access roads off Murranji Street to enable the development of 67 standard residential blocks within Section 1 Hawker.



## HAWKER SECTION 1 : ROAD ADDITIONS

### 1. Purpose

This proposal provides for access roads and three culs-de-sac off Murranji Street to enable the area to be developed for standard residential blocks.

### 2. Length

The length of the proposed loop road is 520 metres; that of the three culs-de-sac is 255 metres, and the portion of Walhallow Street adjacent to the proposed sub-division is 315 metres. The total length is 1,090 metres.

### 3. Estimated Cost

Approximately \$600,000.

### 4. Existing Development

The site is bounded on the north by Belconnen Way, on the east by the Hawker playing fields, on the south by an ungazetted road which provides access to the playing fields, and to the west by Murranji Street which is the main distributor road serving the Hawker neighbourhood. Standard residential housing fronts the site in both Murranji Street and Belconnen Way, whilst uncommitted vacant land which is reserved for community facilities fronts Walhallow Street.

The Hawker College adjoins the vacant Commonwealth land, and the ACT Schools Authority has indicated that there could be a need within the next five years for some expansion of the College site.

Fill to a depth of 4.5 metres extends over a large percentage of the site. Engineering investigations have revealed that soil compaction is generally good, but particular attention will be required to the foundations of houses built on the land.

5. Proposed Development

The road variations will permit the development of 67 standard residential sites.

The blocks have an average area of 889m<sup>2</sup> and range from 670m<sup>2</sup> to 1,200m<sup>2</sup> in size. The proposed blocks fronting Murraraji Street average 1,000m<sup>2</sup> in area and compare favourably in this respect with the existing blocks opposite.

Land servicing is programmed for commencement in the 1984/85 financial year and first block turnoff is expected early in 1986.

The extent of development is limited by the following requirements:

- . no access to the site from Belconnen Way;
- . car parking on the eastern fringe associated with the sports grounds;
- . direct access through the site to the sporting facilities;
- . adequate sight distances on Murraraji Street south of Walhallow Street;
- . the proposed cycleway along Walhallow Street alignment.

Roads and Traffic

Walhallow Street, which provides access to the playing fields is unsuitable as a frontage to residential blocks mainly because of the problem of overflow parking associated with the sporting facilities. It is therefore proposed that none of the residential blocks front Walhallow Street.

The looped internal system with several culs-de-sac proposed creates a general northly orientation to the greater proportion of the blocks.

6. Particular Planning Considerations

Both Belconnen Way and Murranji Street have the capacity to accommodate traffic generated by the proposed development. The average daily traffic volume on Murranji Street has decreased by 8% to approximately 3,600 vpd since the opening of William Hovell Drive. This level is well within the design limits for Murranji Street. Belconnen Way, in the vicinity of Murranji Street now carries approximately 8,000 vpd, a decrease of 25% since the William Hovell extension was opened.

Traffic generation from the proposed development will be approximately 600-700 vpd. It is expected that Walhallow Street would attract approximately 50% of this, and volumes generated by the sporting events conducted adjacent to the new residential area, could on a maximum use weekend, raise the average daily traffic to 900 vpd on the western end of Walhallow Street.

7. Planning and Environmental Considerations

The proposed road layout is designed to reduce the impact of traffic noise on the new residential area from Belconnen Way, the car parking associated with the playing fields and recreation traffic using Walhallow Street. The land adjacent to Hawker College which fronts Walhallow Street will act as a buffer zone between the College and the new residential area.

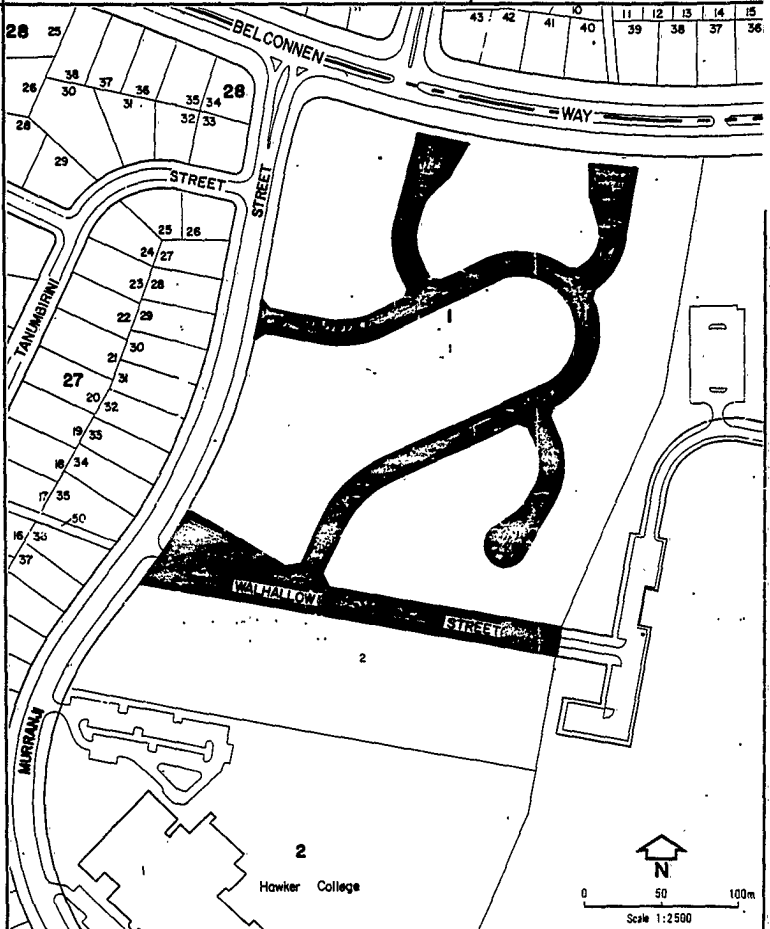
The proposed road layout also provides a general northly orientation for the major proportion of residential blocks.

The northern intersection of the proposed loop road with Murranji Street is aligned along the projection of the common boundary of Nos. 12 and 14 Murranji Street to reduce the impact of headlight glare at night on both these dwellings. Some additional noise will result, however, from vehicles accelerating and decelerating at this intersection.

Block boundaries and proposed road reservations are located in such a way as to retain as many of the existing trees as possible. Additional landscaping will be carried out to normal NCDC standards.

8. Public Consultation

Residents of Murrarji Street living opposite the site were advised in 1977 of the proposed residential development of the area. There were no objections to the land use but the residents of Nos 12 and 14 Murrarji Street (opposite the access road) objected to the location of the 'T' intersection which was proposed at that time to provide the sole access to the housing blocks. In response to these representations the Commission modified the subdivision to include an additional access from Walkhallow Street while retaining the access from Murrarji Street. The residents of Nos 12 and 14 Murrarji Street have maintained this opposition to the location of the access opposite their homes.



ROAD ADDITION   
 ROAD DELETION 

HAWKER: Section 1 – Road Additions

2  
Hawker College

a major retail facility at Erindale could be provided more quickly than at the Town Centre where it is likely to be at least a decade before all of the related land servicing, employment growth, major non-retail services, and the necessary nearby residential populations support for a Town Centre, could be established;

a retail facility at Erindale can take advantage of the existing community facilities (swimming pool, sports halls, theatre, library, college, clubs, enclosed oval, outdoor recreation facilities, etc). A Town Centre development would be separated from these community facilities or would require their premature duplication;

the essential precondition for the development of the Tuggeranong Town Centre is a population threshold of the order of 80-85,000 in Tuggeranong. In the context of ongoing work on the Metropolitan Policy Plan, residential development in South Lanyon and in West Murrumbidgee is being reviewed. Servicing and environmental constraints in both locations could result in neither area being developed. There are additional reasons in the case of South Lanyon why it may be better to maintain that land in a non-urban state and start a new development frontier at Gungahlin. These reasons have to do with the nature and cost of extending sewer services 40km from the treatment plant at Lower Molonglo and with the need to create an appropriate setting for the Lanyon Homestead. Because there are many uncertain factors likely to affect future urban development in Tuggeranong, and because there is ample capacity for further commercial development (office development) in Civic, Belconnen and Woden, it could be another decade before the development of a town centre, situated in Tuggeranong, would be feasible.

The Joint Committee's Report contends that the establishment of a large-scale retail facility at Erindale would be a serious impediment to the establishment of an effective Tuggeranong

Town Centre. In the Commission's view this contention is not warranted since it fails to recognise that the first phase of the Town Centre's development would be led by commercial office development - almost certainly Commonwealth Government offices - and not by retail development. Until such time as there is a sufficient demand for government office space which could in functional terms be located in Tuggeranong, rather than in Civic or Belconnen, for example, then it will be difficult for the Commission to convince the Government and the responsible public service bodies that a start should be made on the Tuggeranong Town Centre.

It may well be another ten years before the necessary pre-conditions exist which would enable construction of the Tuggeranong Town Centre to commence. As mentioned earlier, residential development west of Drakeford Drive in the late 1980's will assist in this regard, however, in the meantime the Erindale Centre should be capable of providing a reasonable combination of convenience and comparison shopping for the residents of Tuggeranong but with some recourse to Woden and Civic for more specialised facilities. To deny such opportunities in order to preserve a particular Town Centre concept would be to perpetuate existing retail deficiencies in Tuggeranong, and would be pointless if subsequently the Town Centre proceeds in an efficient and effective manner supported by a growth in demand, as the Commission believes it can.

I have sent copies of this letter to Senator Reid, Mr Ruddock, Mrs Kelly and Mr McGauren, and also to the Minister.

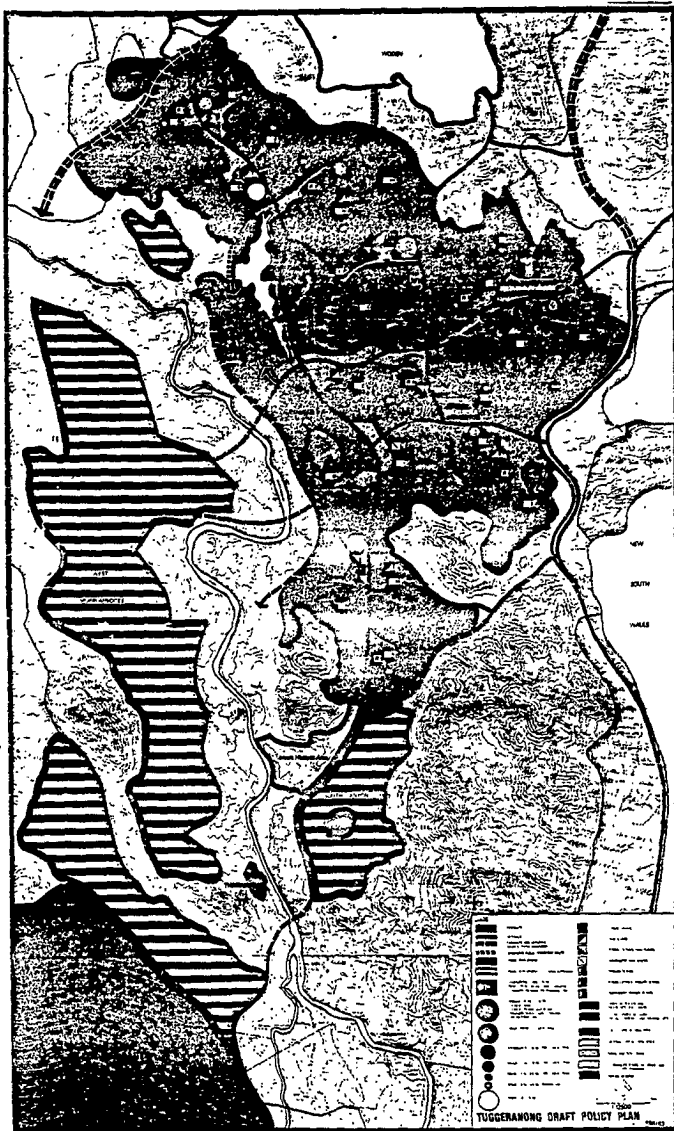
Yours sincerely,

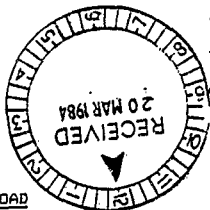
A.J.W. POWELL

6 September 1983

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







NOTICE OF OBJECTION  
TO PROPOSED LOCATION OF ACCESS ROAD  
IN SECTION 1, HAWKER

Reference: A. C of A Gazette No SB1 dated 1 MAR 84

At Reference A, NCDC gazetted a proposed Variation to the Plan of the City of Canberra and its Environs.

This plan shows a proposed access road to Section 1, Hawker from Murrnaji Street.

This petition lodges an objection to the proposal, and seeks approval of an alternative access road on the eastern side of Section 1, Hawker as shown on the attached sketch plan.

Signature *[Handwritten Signature]*

Name *L. TANUMI*

Address 8 Murrnaji Street

Signature *[Handwritten Signature]*

Name *[Handwritten Name]*

Address 10 Murrnaji Street

Signature *[Handwritten Signature]*

Name *R. KILGUS*

Address 12 Murrnaji Street

Signature *[Handwritten Signature]*

Name *G.W. JENSEN*

Address 14 Murrnaji Street

Signature *[Handwritten Signature]*

Name *L. TRAZUB*

Address 16 Murrnaji Street

Signature *[Handwritten Signature]*

Name *Jane K. Johnston*

Address 18 Murrnaji Street

Signature *[Handwritten Signature]*

Name *D. SEMIAR*

Address 20 Murrnaji Street

Signature *[Handwritten Signature]*

Name *E. V. DEAS*

Address 22 Murrnaji Street

Signature *[Handwritten Signature]*  
Name *[Handwritten Name]*  
Address 2 Murrarji Street

Signature *[Handwritten Signature]*  
Name *[Handwritten Name]*  
Address 4 Murrarji Street

Note:-

This Notice of Objection has been signed by EVERY householder in Murrarji Street whose property is directly across the street from the proposed development in Section 1, Hawker.

Attachment: (1)

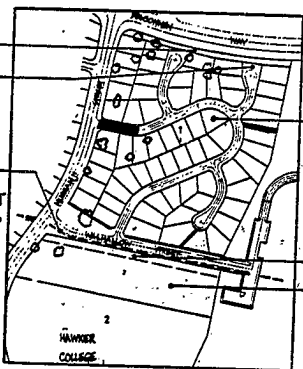
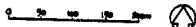
NCDC PROPOSED DEVELOPMENT PLAN

Commonwealth land to be landscaped.  
No vehicular access to blocks and internal roads from Belconnen Way.

Part of proposed cycleway route

- EXISTING RESIDENTIAL DEVELOPMENT
- EXISTING TREES TO BE RETAINED WHEREVER POSSIBLE

Note: The proposals of the Development Plan are correct at the date of publishing and are subject to change without notice from that date.



*Attachment*

Land zoned by the Commonwealth of 67 standard residential blocks with an average area of approx. 850 m<sup>2</sup>. The site has been partially filled, and special consideration will be necessary to determine the most suitable foundations for dwellings.

Landscaped buffer area  
Area for community facilities.

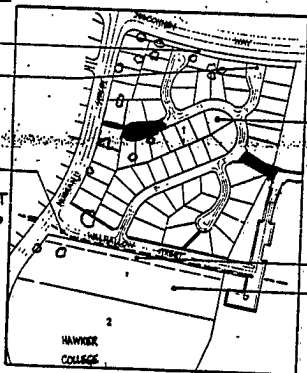
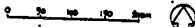
RESIDENTS' ALTERNATIVE DEVELOPMENT PLAN

Commonwealth land to be landscaped.  
No vehicular access to blocks and internal roads from Belconnen Way.

Part of proposed cycleway route

- EXISTING RESIDENTIAL DEVELOPMENT
- EXISTING TREES TO BE RETAINED WHEREVER POSSIBLE

Note: The proposals of the Development Plan are correct at the date of publishing and are subject to change without notice from that date.



Land zoned by the Commonwealth of 67 standard residential blocks with an average area of approx. 850 m<sup>2</sup>. The site has been partially filled, and special consideration will be necessary to determine the most suitable foundations for dwellings.

Landscaped buffer area  
Area for community facilities.



12 Murraraji Street  
HAWKER ACT 2614

14 March 1984

The Secretary  
Department of Territories and  
Local Government  
GPO Box 158  
CANBERRA ACT 2601

Dear Sir,

OBJECTION TO PROPOSED LOCATION OF  
ACCESS ROAD IN SECTION 1, HAWKER

I wish to submit this objection to the development of Section 1, Hawker. My objection is not to the development but to the positioning of the access road opposite to Blocks 28 and 29, Hawker. In support of my objection I submit the following:

- a. a brief historical outline,
- b. reasons for the objections, and
- c. an alternative plan.

When I purchased my house in June 1977 the sign on the land opposite indicated it had been reserved for institutional use. It was not until August, some two months after I had moved into the house, that the sign was changed to standard housing.

Following representation to the NCDC I was granted an interview with Mr John Silver in company with Mr G. Jensen. Subsequently, after the NCDC had carried out checks on the depth of fill on the site, we were advised that the land was unsuitable for building and that the project had been shelved indefinitely. An assurance was given that no further action would be taken without first consulting with us. At the interview both Mr Jensen and myself did not oppose the development but were both very strong in our opposition to the location of the access road opposite our houses. We asked that resiting of the outlet be considered and suggested that as Walhallow Street was already in existence the access be located in that street.

In February 1984, without any further consultation to either of us, the NCDC distributed the plans for the development and without any consideration to our previous objections have left the access road in its previous position and attempted to placate us by putting a second access road in Walhallow Street.

Again I have no objection to the development per se but I do object to the location of the access road opposite to my house. There are two major reasons for my objection, they are:

- a. **Devaluation of my property:** This house represents the largest, single investment of my life. Should the access road be placed opposite my house, the depreciation to my property would be significant and run into thousands of dollars. This can be verified by discussions with estate agents.
- b. **Safety:** Located outside my house are two major bus stops, one on each side of the road. These stops represent the start terminus for the Hawker run, and it is not unusual to have as many as three buses parked there at one time. These stops are immediately adjacent to the proposed new access road. During peak periods with buses parked at these stops, cars attempting to leave the access road, and householders, such as myself, attempting to reverse out of driveways, there is going to be a major safety problem. In the time I have lived in the house I have had one car side-swiped when parked at the kerb and there have been several other accidents in the vicinity. Children from Hawker College and Belconnen High School riding their bicycles along the footpaths will, combined with the buses and access road, only exacerbate an already very difficult road safety problem.

As an alternative to the NCDC proposal, I would suggest to your Committee that the alternative access road location shown on the attached plan is a viable alternative that provides an acceptable alternative solution to my and other householders' objections. It opens onto an already established roadway with no residential development. This roadway provides a convenient access to the Hawker Shopping Complex without the need to travel on a main road, and shortens the distance to the Belconnen Town Centre. The unsafe aspects associated with the bus stops are reduced. This will also reduce the hazards for those blocks that front onto Murrumbidgee Street in that they will not have to contend with the additional traffic from the development.

I present this objection for your consideration and make myself available to appear before you should you so require.

Yours faithfully,



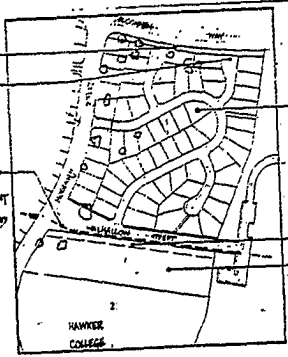
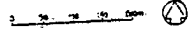
(J.R. MILLER)

## NCDC DEVELOPMENT PLAN

Commonwealth land to be landscaped.  
 No vehicular access to blocks and internal roads from Belconnen Way.

- Part of proposed cyclway route
- Existing residential development
- Existing trees to be conserved wherever possible

Note: The proposals of the Development Plan are correct at the date of publishing and are subject to change without notice from that date.



Land owned by the Commonwealth of 67 standard residential blocks with an average area of approx. 850 m<sup>2</sup>. The site has been partially filled, and special consideration will be necessary to determine the most suitable foundations for dwellings.

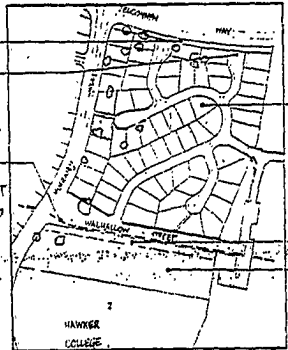
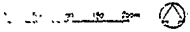
Landscaped buffer area  
 Area for community facilities.

## RESIDENTS DEVELOPMENT PLAN

Commonwealth land to be landscaped.  
 No vehicular access to blocks and internal roads from Belconnen Way.

- Part of proposed cyclway route
- Existing residential development
- Existing trees to be conserved wherever possible

Note: The proposals of the Development Plan are correct at the date of publishing and are subject to change without notice from that date.



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Landscaped buffer area  
 Area for community facilities.

# DEVELOPMENT PLAN

Commonwealth land to be landscaped.  
 No vehicular access to blocks and internal roads from Belconnen Way

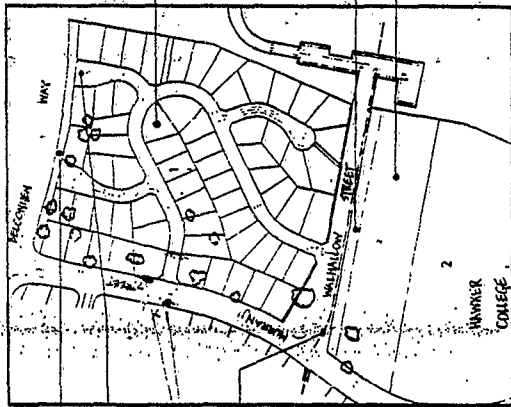
\* Bus stops for STAFF AT HANMER COLLEGE

- Part of proposed cycleway route
- EXISTING RESIDENTIAL DEVELOPMENT
- EXISTING TREES TO BE RETAINED WHEREVER POSSIBLE

Note. The proposals of the Development Plan are correct at the date of publishing and are subject to change without notice from that date



0 50 100 150 200m



land zoned by the Commonwealth of 67 standard residential blocks with an average area of approx 850 m<sup>2</sup>. The site has been partially filled, and special consideration will be necessary to determine the most suitable foundations for dwellings.

Landscaped buffer area

Area for community facilities.



Mr G.W. JENSEN  
14 Murrnaji Street  
HAWKER ACT 2614.

18 March 1984

The Secretary,  
Department of Territories and  
Local Government  
GPO Box 158  
CANBERRA ACT 2601



Dear Sir,

NOTICE OF OBJECTION  
TO PROPOSED LOCATION OF ACCESS ROAD  
IN SECTION 1, HAWKER

Reference: A. C of A.Gazette No S81 dated 1 MAR 84

I wish to lodge an objection to the proposal to modify the plan of Canberra (Section 1, Hawker) as gazetted in Reference A. My objection is to the positioning of an access road in Murrnaji Street.

My objection is based on several grounds, viz:-

- a. a very personal viewpoint as the access road is almost opposite our house;
- b. the increased safety hazard aspects;
- c. the increased traffic flow; and
- d. the fact that a viable alternative exists.

Firstly, when I bought my house at 14 Murrnaji Street, (Block 29 Section 27) Hawker, the land opposite (i.e. Section 1) was zoned 'institutional use'. This was subsequently changed to 'residential' in 1977 when the NCDC considered developing the section. However, when test drilling of the section revealed that some of the proposed house blocks had in excess of 14 feet of fill on them, NCDC shelved the project indefinitely. (In the early 1970s a large portion of Section 1, Hawker had been filled and levelled as a prelude to building playing fields and a church school on the site, but these plans did not eventuate). The current proposal which was prepared and distributed without any reference whatsoever to affected householders - despite previous NCDC assurances to the contrary - places my home on a 'T' intersection. Having lived on a T intersection once before, I resolved never to do so again, and this was one of the factors.

taken into consideration when we bought our home in Murraraji Street in 1974. (Traffic associated with an institutional development though subject to sharp peaks, certainly would not operate on a 24-hour basis as will the proposed residential development). The aggravations of living on a T intersection with the scream of tyres at all hours of the night and the glare of headlights has to be endured to really appreciate just how distressing it can be.

From a safety viewpoint, the gentle curve in Murraraji Street coupled with the slight crest of a hill at Walhallow Street exacerbates safety problems of siting an intersection at a terminus bus stop particularly when one considers the high traffic flow along Murraraji Street - not only vehicular traffic but also pedestrians and cyclists. There are five schools in Hawker located either on Murraraji Street or are accessed from it - Hawker College, Belconnen High School, a private church school, Hawker Primary School, and Hawker Pre-school. It is probably worthwhile pointing out that it is less than two weeks since the last school child was involved in an accident with a car in Murraraji Street. (Fortunately, no serious injury was sustained and thus the matter was not even reported to the police).

Local knowledge indicates that the proposed access road in front of our home would carry the bulk of the traffic in/out of the proposed development and this additional traffic would increase congestion problems and accident potential in Murraraji Street. It would also significantly increase our problems of getting safely in and out of our driveway.

A viable alternative to the access road in Murraraji Street is to position the access road on the eastern side of the development. This is shown on the attached plan. (Enclosure 1 shows NCDC proposed layout, whereas Enclosure 2 shows the proposed alternative development plan). Not only would this mean that the access road would not be facing any established houses but it would provide a more direct access to the shopping centre.

The major principle that is at issue in this case essentially can be summed up as to whether or not the NCDC should take cognizance of existing development when they change the land use purpose. One would have had no objection to the NCDC proposed layout of Section 1 Hawker HAD THIS PLAN BEEN INCORPORATED IN THE ORIGINAL DEVELOPMENT OF HAWKER. However, now some ten years later when they are attempting to 'fill-in' vacant areas, surely some consideration should be given to residents whose lives will be dramatically impacted by NCDC's proposed changes - especially when a simple viable alternative exists.

In a recent letter (B2/654 C. Randall; KM of 9 MAR 84) NCDC has stated:-

"...if the Joint Committee does not support the Commission's proposed access to Murraraji Street, the sub-division could be modified slightly to delete it".

Deletion of the access road from Murraraji Street  
creation of an access road on the eastern side  
leading directly to the Hawker shops would be a  
modification to the NCDC plan.

oment

Accordingly, it is requested that the  
direct that an access road be positioned on the  
Section I, Hawker as shown on the attached plan,  
Murraraji Street (i.e. western) side.

22  
of  
2

Furthermore, I am quite prepared to make  
available to appear before your committee at your co-

Yours faithfully:



G. W. J.

Enclosure: (1) NCDC Development Plan

(2) Residents' Alternative Development

# NDC DEVELOPMENT PLAN

Commonwealth land to be landscaped.

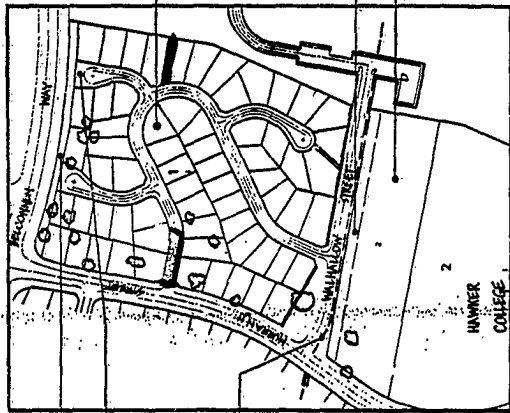
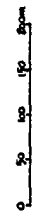
No vehicular access to blocks and internal roads from Belconnen Way.

Part of proposed cycleway route.

□ EXISTING RESIDENTIAL DEVELOPMENT

○ EXISTING TREES TO BE REMOVED WHEREVER POSSIBLE

Note: The proposals of the Development Plan are correct at the date of publishing and are subject to change without notice from that date.



Land zoned by the Commonwealth of 67 standard residential blocks with an average area of approx. 850 m<sup>2</sup>. The site has been partially filled, and special consideration will be necessary to determine the most suitable foundations for dwellings.

Landscaped buffer area

Area for community facilities.

## RESIDENTS' ALTERNATIVE DEVELOPMENT PLAN

Commonwealth land to be landscaped.

No vehicular access to blocks and internal roads from Belconnen Way.

Part of proposed cycleway route

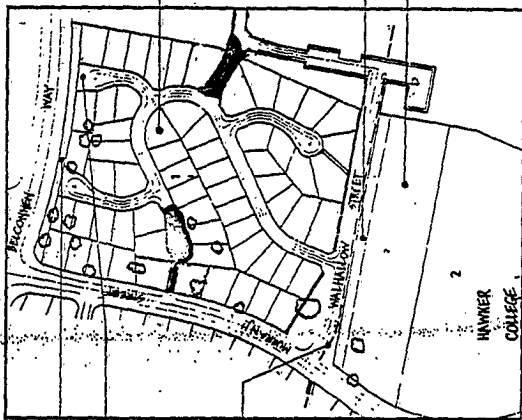
□ EXISTING RESIDENTIAL DEVELOPMENT

○ EXISTING TREES TO BE REPAIRED WHEREVER POSSIBLE

Note: The proposals of the Development Plan are correct at the date of publishing and are subject to change without notice from that date.



0 50 100 150 200m



Land zoned by the Commonwealth of 67 standard residential blocks with an average area of approx. 850 m<sup>2</sup>. The site has been partially filled, and special consideration will be necessary to determine the most suitable foundations for dwellings.

Landscaped buffer area

Area for community facilities.

VARIATION No. 5

VARIATION 5

LYNEHAM, Section 57: Addition to the Plan of access and residential roads to permit the development of Section 57 Lyneham for residential purposes including some community facilities.



## LYNEHAM SECTION 57 - ROAD ADDITIONS

### 1. Purpose

This proposal provides for culs-de-sac, access and collector roads accessing onto a looped distributor road connecting to Ellenborough Street. The proposed roads will enable an area of developed Commonwealth land at Lyneham Section 57 to be developed for residential purposes including some community facilities.

### 2. Length

The total length of road is 7,480 metres approximately.  
This is made up of

3,950 metres access roads
2,320 metres collector roads
1,210 metres distributor roads

### 3. Estimated Costs

The cost of roads and land servicing is estimated at approximately \$6.0M.

### 4. Existing Development

The site is located at the intersection of Ginninderra Drive and Ellenborough Street. It is bounded on the north and east by Ellenborough Street, on the south by Ginninderra Drive and on the west by Bruce Ridge open space system.

Two homesteads remain on the site. They will be retained to accommodate community facilities.

### 5. Proposed Development

#### Roads

The road system proposed for the area follows the hierarchical system which has proved to be safe and effective in other Canberra neighbour-

## LYNEHAM SECTION 57 - ROAD ADDITIONS

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Two homesteads remain on the site. They will be retained to accommodate community facilities.

### 5. Proposed Development

#### Roads

The road system proposed for the area follows the hierarchical system which has proved to be safe and effective in other Canberra neighbour-



hoods. In addition, the main loop distributor road provides two points of entry from Ellenborough Street for traffic safety and emergency access reasons.

### Residential

Approximately 40% of the residential development proposed comprises standard residential blocks ranging in size from 1,000m<sup>2</sup> to 1,200m<sup>2</sup>. The remaining 60% is made up of smaller cottage, courtyard and townhouse blocks including two cluster housing sites. The total number of blocks provided is 544, including 209 standard blocks, 141 cottage and courtyard blocks and 194 townhouse blocks. The site is expected to house approximately 1,600 people.

### Community Facilities

Community facilities proposed include a small shop, a playing field, sites for community use and a pre-school site. They are grouped together on suitable flatter land along the eastern side of the site generally between two road entries onto Ellenborough Street. They are connected by pedestrian systems to adjoining facilities in the adjacent neighbourhood of Lyneham and to the Bruce ridge open space reserve. Two children's play areas are also provided within the residential areas.

## 6. Particular Planning Considerations

Development options are limited by several important factors:

- Because of the nature and function of Ginninderra Drive as a major arterial road, no access is proposed from the site.
- To protect the corridor alignment of the future John Dedman Parkway, avoid the generation of through traffic, and leave the Bruce ridge open space system in a natural state, no access is proposed to Kaleen via the northern leg of Ellenborough Street.

The average daily traffic generated by the site on Ellenborough Street will be in the order of 5 to 6 thousand movements. Ellenborough Street will be upgraded to accommodate this additional traffic.

It will be necessary to establish a suitable location on Ginninderra Drive where a pedestrian overpass may be constructed to facilitate access to existing facilities in Lyneham.

#### 7.- Planning and Environmental Considerations

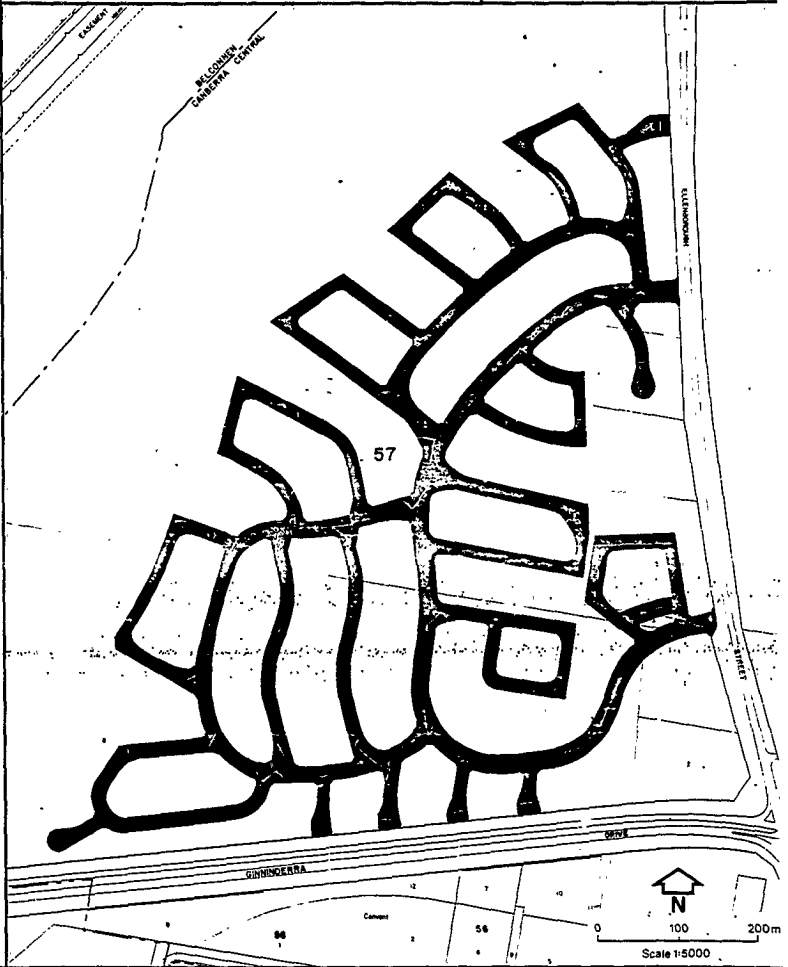
The existing earth mounding along Ginninderra Drive is expected to contain traffic noise to an acceptable level.



The grouping of community facilities utilises suitable topography, allows the use of existing home-steads for community uses and utilises existing vegetation to advantage particularly at the southern entry to the area. In addition, the alignment of block boundaries, proposed road reservations and residential types will facilitate the retention of existing trees.

Internal roads have been designed to optimise the eastern outlook particularly from higher blocks over Yowani Golf Course to Mount Ainslie and Mount Majura. The subdivision pattern also takes advantage of northern orientation wherever practical.

#### 8. Public Consultation

The Commission released for public comment a draft Policy and Development Plan for Lyneham Section 57 in November 1983. Twelve submissions were received. The response was generally favourable and the Policy Plan has been confirmed. The Development Plan was amended to incorporate some larger residential blocks in response to comment received.



ROAD ADDITION   
ROAD DELETION 

**LYNEHAM: Section 57 — Road Additions**

N.G.WHEATLEY  
9 Fuller Street  
Deakin A.C.T. 2600  
Tel. 815930

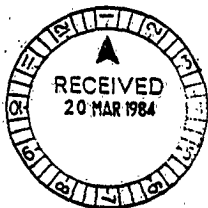
The Secretary,  
Department of Territories and Local Government  
Canberra A.C.T.

Dear Sir,

I should appreciate it if the enclosed submission could be considered by the Parliamentary Joint Committee on the A.C.T. in connection with the N.G.D.C. proposal for the development of Section 57 Lynham and Variation 5 in Special Gazette No. S. 81 published 1 March 1984.

Yours faithfully

*N.G. Wheatley*  
20 March 1984



Submission to:

The PARLIAMENTARY JOINT COMMITTEE ON THE A.C.T.

PROPOSED DEVELOPMENT  
SECTION 57 LYNEHAM

The fundamental question raised in this submission is whether the low yield of blocks planned by the N.C.D.C. is compatible with community needs and the full potential of Section 57 Lyneham. It is certainly not a question of whether the particular alternative plan which I have submitted should be adopted.

There are many ways of developing the Section which would be at least 50% more productive and generally better than the N.C.D.C. proposal. To emphasize this point the plan I submitted provides, in simple terms, twice as many blocks in half the time and half the cost per block. This allows considerable scope for modification.

The improved yield is achieved by greater concentration on providing good blocks with simple access and services to facilitate residential building. This approach makes block shapes a necessary component in the general concept and is in contrast to the Commission approach which has produced sub-sections that are not only difficult to divide into reasonably shaped accessible blocks but also extremely wasteful. This alternative approach employs the logic of relatively straight streets and services (the shortest distance) and although the sample plan has streets generally following contour lines, comparable yields are achievable with streets at right angles to contour lines.

The Commission has graciously responded to my submission and provided a copy of their latest plan, which however, makes no significant improvement. The Commission letter dated 16 March 1984 asserts that the Parliamentary Joint Committee on the A.C.T. considers only a specific official proposal and, in my view, confirms the need for change. If the Committee is denied options it has little alternative to endorsing plans already in train which may run counter to community and national interests requiring efficient planning for more blocks to be produced quickly and economically.

I respectfully submit the following papers for your consideration.

1. copy of my submission to N.C.D.C. with an alternative draft plan dated 14-1-84
2. copy of N.C.D.C. letter 16-3-84 with points referenced
3. my brief comments on the N.C.D.C. letter

N. G. Wheatley  
20 March 1984

SECTION 57 LYNEHAM  
ALTERNATIVE DEVELOPMENT PLAN 14 January 1984

This alternative plan features an inter-section of two broad tree-lined avenues (the only cross-roads in the plan) and this is developed as a generous roundabout surrounded by park gardens to provide a focal point for the identity and character of the community. The tone of quality for the community is set by an elevated arc of prestige blocks bordering the western boundary and about the north-western hill which is featured as a natural park and recreation area. These prestige blocks are complemented by a large number of elevated blocks in subsidiary arcs and also by groups of medium density blocks in prime positions about the central inter-section.

The western boundary swings north about the 620 contour line to the hill park from where a tentative northern boundary cuts through to the eastern border. This, like the published plan, excludes the northern portion of the section. It does however, provide for a natural extension of the development as shown on the plan with broken lines.

The main access from Ellenborough Street is retained but the subsidiary access is optionally located from Ginninderra Drive. In either case access to residential blocks is simple with a minimum of street junctions enroute. The pattern of streets avoids cross-roads and has a natural flow to match the general contours of the land. This reduces traffic hazards and simplifies the reticulation of electricity, water, gas, drainage, sewerage and telephone services. The layout will also simplify future maintenance.

The standard housing blocks may be sized to suit site requirements but will be mainly regular in shape. This maximises yield and potential for individual choice in design and orientation of houses. For similar reasons medium density blocks are aggregated in relatively large numbers since such blocks are best developed when size and shape are determined in co-ordination with design and orientation of buildings.

SECTION 57 LYNEHAM  
ALTERNATIVE DEVELOPMENT PLAN 14 January 1984

This alternative plan features an inter-section of two broad tree-lined avenues (the only cross-roads in the plan) and this is developed as a generous roundabout surrounded by park gardens to provide a focal point for the identity and character of the community. The tone of quality for the community is set by an elevated arc of prestige blocks bordering the western boundary and about the north-western hill which is featured as a natural park and recreation area. These prestige blocks are complemented by a large number of elevated blocks in subsidiary arcs and also by groups of medium density blocks in prime positions about the central inter-section.

The western boundary swings north about the 620 contour line to the hill park from where a tentative northern boundary cuts through to the eastern border. This, like the published plan, excludes the northern portion of the section. It does however, provide for a natural extension of the development as shown on the plan with broken lines.

The main access from Ellenborough Street is retained but the subsidiary access is optionally located from Ginninderra Drive. In either case access to residential blocks is simple with a minimum of street junctions enroute. The pattern of streets avoids cross-roads and has a natural flow to match the general contours of the land. This reduces traffic hazards and simplifies the reticulation of electricity, water, gas, drainage, sewerage and telephone services. The layout will also simplify future maintenance.

The standard housing blocks may be sized to suit site requirements but will be mainly regular in shape. This maximises yield and potential for individual choice in design and orientation of houses. For similar reasons medium density blocks are aggregated in relatively large numbers since such blocks are best developed when size and shape are determined in co-ordination with design and orientation of buildings.

The location of medium density blocks is generally but not strictly in accordance with the areas "identified as suitable". As a general rule standard and medium density areas may be deemed inter-changeable.

Despite the increased yield provided by the alternative plan the land area contained by streets (and service mains) is approximately the same as that in the Commission's plan. The streets and service mains are also approximately equal in aggregate length but more straight forward and functional. In this respect it is worth noting that most of the elevated boundary in the Commission's plan is devoted to semi-functional streets which tend to dominate rather than serve the prestige areas. In short, the development costs and time involved is comparable for the two plans.

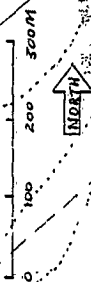
In simple comparison with the Commission's plan the alternative plan provides:

1. A focal point for community identity and interest in the quality of community life with simple and safe access to all areas.
2. Treble the number of prestige blocks bordering the hill reserve and having good access, panoramic views and wide options for housing design and orientation.
3. Double the number of standard housing blocks (457 compared with 204) at half the cost and in half the time per block.
4. Additional medium density blocks at no additional cost.
5. Provision for simple extension to the north. This area contains a prime portion of Section 57 with a northerly aspect and could easily yield a further 100 blocks economically - especially if included in the present plan.

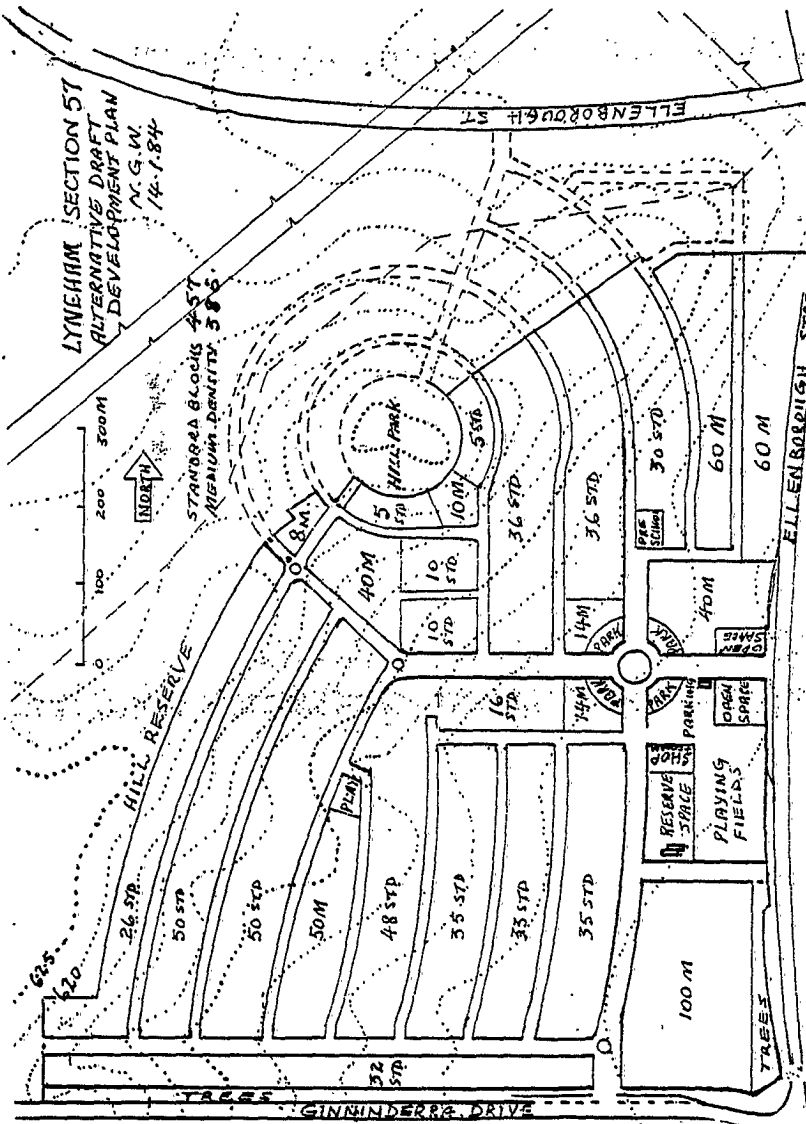
In effect the alternative plan provides a means of implementing the policy for producing more reasonably priced residential blocks and creating more employment in the building and allied industries.



LYNEHAM SECTION 57  
 ALTERNATIVE DRAFT  
 DEVELOPMENT PLAN  
 N.G.W.  
 14-1-84



STANDARD BLOCKS 457  
 PREMIUM DENSITY 385



GINNINDERRA DRIVE



National Capital Development Commission

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

In reply please quote: 83/1656 D.Moore:KM

Dear Mr Wheatley

The Commissioner has asked me to thank you for your letter of 14 January 1984 and to comment on your alternative draft Development Plan for Section: 57 Lyneham.

I am obliged to you for pointing out the error in the bar scales on the draft Plan. This was due to a drafting error, and has been corrected on the final Plan, a copy of which I enclose for your information.

POINTS  
REFERENCE  
No  
1

Whilst the Commission appreciates the time and effort you undoubtedly took to produce an alternative plan, it is of the view that certain provisions of your plan do not adequately address the principles of residential land planning that the Commission endeavours to adhere to. The Commission's Plan takes into account as far as possible the natural attributes of the site in relation to topography, tree cover, aspect, drainage patterns and historic buildings.

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For example, the road orientation in the Commission's Plan was designed to efficiently address problems of site drainage and to optimise the northerly orientation of the subdivision. The system of distributor, collector and access roads is in response to accepted principles of traffic engineering which have regard to the convenience and safety of the motorist. The Plan also encompasses an integrated system of pedestrian pathways for access to the main community elements within the site and provides for safe access across Ginninderra Drive to the Infants and Primary School in Lyneham. The Commission believes that direct motor vehicle access from Ginninderra Drive into Section 57 would be unacceptably hazardous, and is also of the view that for ease of access it is better to group the main community facilities together.

6 | While your alternative plan provides for more serviced  
blocks of land, the Commission was constrained by  
the proximity of the Bruce Ridge which is an integral  
part of the National Capital Open Space System and  
7 | an area of special national concern. Development  
beyond the boundary in the Policy Plan would also  
be impracticable from an engineering viewpoint.

In your letter you requested that your alternative plan be considered by the Parliamentary Joint Committee on the ACT. I should point out that the Parliamentary Joint Committee does not consider a range of options but a specific official proposal, in this instance the road layout as depicted in the approved Development Plan. If you wish to pursue the matter with the Joint Committee, you should make a submission directly to the Committee in response to Variation 5 in Special Gazette No. S.81 published on Thursday 1 March 1984. The closing date for submissions is 21 March 1984 and correspondence should be addressed to:

The Secretary  
Dept of Territories and Local Government  
GPO Box 158  
CANBERRA ACT 2601

Yours sincerely

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

16 March 1984

Mr N.G. Wheatley  
9 Fuller Street  
DEAKIN ACT 2600

SECTION 57 LYNEHAM  
BRIEF COMMENTS ON N.C.D.C. LETTER 16 MARCH 1984

1. Principles of planning.

It may well be time for a review of the interpretations being placed on the principles of residential land planning.

2. Road orientation and site drainage.

"The Commission's plan was designed to efficiently address problems of site drainage and to optimise the northerly orientation of the sub-division".

Unfortunately the sub-division has an easterly orientation which may account for some loss of direction and the meandering character of the streets.

3. Traffic safety and convenience.

With some 36 street inter-sections the N.C.D.C. plan has about four times as many inter-sections per block as the alternative plan and these with the numerous curves will become even more hazardous with future growth of vegetation.

4. Pedestrian pathways.

Incorporation at this stage is no problem.

5. Ginninderra Drive access.

Proposed as an option which warrants consideration.

6. Bruce Ridge Open Space constraints.

Any encroachment is marginal and can be eliminated simply. But surely the boundary is not immutable?

7. Engineering practicability.

The Commission statement, "Development beyond the boundary in the policy plan would also be impractical from an engineering viewpoint" is most curious. The northern portion of Section 57 contains a choice area with a gentle slope and northerly aspect which other engineering viewpoints would no doubt find practicable

Incidentally, the altitude of the western boundary, which the Commission has not mentioned, is comparable with the altitude of many blocks in Kaleen and Giralang in the vicinity of Spigl Street.

N. G. Wheatley  
20 March 1984



XXXXXXXXXXXXXXXXXX  
QUEEN VICTORIA TERRACE  
A.C.T. 2600

21 March 1984

The Secretary  
Department of Territories and  
Local Government  
GPO Box 158  
Canberra City 2601

Dear Sir,

Re: 82nd Series of Variations to the City Plan  
Variation 5

Pedal Power ACT is concerned about the provision of facilities for bicyclists in all new developments, such as that shown in variation 5. Several matters warrant serious consideration.

- (1) Current bicycle planning in Australia acknowledges that every street is a bicycle street. All traffic management and engineering associated with the new development should therefore take into account the needs of bicyclists as part of the traffic being managed.
- (2) Children riding to school and adults to work must use Ellenborough Street, Ginninderra Drive or Mouat Street, all of which carry high volumes of motor traffic at precisely those times when bicyclists would wish to use them. Provision of relatively safe routes to adjacent areas is therefore an important consideration. This could be done either by road alterations, such as re-alignment of lane marking, or by provision of off-road facilities, which have the disadvantages of being expensive to construct and to maintain.
- (3) There are only two access points to the proposed development, both on Ellenborough Street. All bicyclists will therefore be funnelled into relatively busy intersections. The design of these should be very carefully considered, especially left turn provisions. Intersections are known to be the most hazardous road feature.

The above comments outline our concerns, however Pedal Power would welcome the opportunity to submit more detailed comments, either written or verbal, on current Australian practices in bicycle engineering as they relate to the proposed variation.

Yours sincerely,

Stephen Whately  
Physical Planning Officer

*Stephen Whately*

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



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

MAR. 15 1984

*K.L.*  
Dear Mr. Fry:

I recently referred the 82nd Series of Variations to the Plan of Canberra to your Committee for its inquiry and report. One of the items, Variation No. 15, related to servicing for the Chisholm local shopping centre.

My Department is making arrangements for the sale of this site by mid-May 1984 which may enable retail facilities to be available in Chisholm by Christmas. Site servicing by NCDC would also need to commence as soon as possible.

I understand that arrangements are in hand for the Committee to consider the 82nd Series on or about 9 April 1984. On this basis I seek the assistance of the Committee in reporting to Parliament on Chisholm as soon as practicable. If the Committee approved the Variation, construction could then commence early in May.

Yours fraternally

*Tom Uren*  
TOM UREN

Minister for Territories  
and Local Government



# National Capital Development Commission

COMMISSIONER

Dear Mr Fry,

I am writing to express my concern at adverse comments on the Commission's planning made by members of your Committee in relation to the Report on the road variations for the Erindale District Centre in the 79th Series of Variations to the City Plan.

In particular the dissenting report was critical of the Commission's planning for Tuggeranong and expressed concern that the future development of the Town Centre would be jeopardised by the proposal for 14,000 square metres of retail space within the Erindale District Centre. It suggested that the Commission look at developing the Centre in stages to enable completion of overall planning for future retail and community facilities in Tuggeranong, including the Town Centre. This suggestion is simplistic given the dynamic and rapidly changing nature of retailing which we went to some lengths to explain to the Committee in our evidence to it.

Staging of the Erindale Centre was published as a possibility in the first Erindale Centre Report. The Commission's view at that time was that it would be possible to build about 6,500 square metres of convenience retail space and then add a discount store (comparison retail) to increase the centre to a total of 14,000 square metres retail floorspace. When the responses to the public consultation programme were received it was clear that the overwhelming majority of the residential community, some developers and several members of Parliament, Mrs Kelly and Senator Reid among them, supported the larger centre with the inclusion of comparison retail. In weighing the community viewpoints against the views of those business people whose interests would be affected by even the smaller option for Erindale, the Commission concluded that the community

interest should predominate over the interests of existing retail landlords and operators, and that the community's expressed need for adequate comparison as well as convenience shopping in the Valley should be provided as quickly as possible. The existing population is 35,000 and by the time the Erindale Centre opens about 45,000 people will live in Tuggeranong.

There is simply no substance to the criticism that planning of Tuggeranong is proceeding on an ad hoc basis. The Commission has had a published Policy Plan for Tuggeranong since 1976. The Plan includes proposals for a major town centre supported by a hierarchy of lesser centres in a pattern similar to that established in Woden/Weston Creek and in Belconnen. A shopping centre at Erindale has always been planned as part of this retail structure.

As part of the continuing review and updating of the Metropolitan Policy Plan (Y-Plan) the Policy Plan for Tuggeranong has been modified so as to reflect changing demographic and economic circumstances. A copy of this draft Policy Plan is attached for information.

As was indicated in the Commission's evidence to the Joint Committee, Canberra's overall growth rate has slowed and extended the time in which components of the retail structure have and will come into existence in Tuggeranong. As well, the metropolitan land settlement strategy has been revised so that the staging and location of land servicing is closely matched to current growth patterns. Since 1976 significant changes have taken place in the retailing industry which affect the size and type of retail establishment, characterised by the decline of the department store in favour of discount retailing.

In the late 1970's the Commission commenced a review of its metropolitan growth strategy. A preferred sequence of development was formulated involving deferral of the Lanyon and West Murrumbidgee Districts of Tuggeranong until after the development of Gungahlin.



This would confine Tuggeranong development in the medium term to that which can be serviced by the existing water and sewerage catchments. This proposed change to the timing of development has led to a reassessment of planning for the balance of Tuggeranong i.e. the south-western areas. This reassessment has recently been completed and the future urban structure for Tuggeranong was indicated on the plans shown to the Committee as part of the Commission's submission on the Erindale Centre.

As we indicated in our evidence to the Committee, given the urgent need for additional retail facilities in Tuggeranong, the Commission identified the two main options as being the Town Centre or an expanded Erindale Centre. A rigorous assessment of the two options was carried out and the results are contained in the Erindale Centre Development Plan Report, released for public comment in November 1982.

To reiterate our findings, Erindale was seen as the preferred option because:

- . Erindale is central to the existing Tuggeranong urban area, the Town Centre site is not;
- . Erindale has an existing infrastructure of education, recreation and community facilities, the Town Centre does not. The 'front-end' costs in servicing and providing access to the town centre site are estimated to be of the order of \$5M and are therefore substantial. Such an investment in infrastructure could not be justified on the basis of a shopping centre alone. At the present time there is no prospect of either public or private sector office development being located in the proposed Town Centre. Because of reduced population and employment growth rates the development of the Tuggeranong Town Centre will inevitably be very much slower than, and quite different from, Woden and Belconnen town centres;

a major retail facility at Erindale could be provided more quickly than at the Town Centre where it is likely to be at least a decade before all of the related land servicing, employment growth, major non-retail services, and the necessary nearby residential populations support for a Town Centre, could be established;

a retail facility at Erindale can take advantage of the existing community facilities (swimming pool, sports halls, theatre, library, college, clubs, enclosed oval, outdoor recreation facilities, etc). A Town Centre development would be separated from these community facilities or would require their premature duplication;

the essential precondition for the development of the Tuggeranong Town Centre is a population threshold of the order of 80-85,000 in Tuggeranong. In the context of ongoing work on the Metropolitan Policy Plan, residential development in South Lanyon and in West Murrumbidgee is being reviewed. Servicing and environmental constraints in both locations could result in neither area being developed. There are additional reasons in the case of South Lanyon why it may be better to maintain that land in a non-urban state and start a new development frontier at Gungahlin. These reasons have to do with the nature and cost of extending sewer services 40km from the treatment plant at Lower Molonglo and with the need to create an appropriate setting for the Lanyon Homestead. Because there are many uncertain factors likely to affect future urban development in Tuggeranong, and because there is ample capacity for further commercial development (office development) in Civic, Belconnen and Woden, it could be another decade before the development of a town centre, situated in Tuggeranong, would be feasible.

The Joint Committee's Report contends that the establishment of a large-scale retail facility at Erindale would be a serious impediment to the establishment of an effective Tuggeranong

3.

Town Centre. In the Commission's view this contention is not warranted since it fails to recognise that the first phase of the Town Centre's development would be led by commercial office development - almost certainly Commonwealth Government offices - and not by retail development. Until such time as there is a sufficient demand for government office space which could in functional terms be located in Tuggeranong, rather than in Civic or Belconnen, for example, then it will be difficult for the Commission to convince the Government and the responsible public service bodies that a start should be made on the Tuggeranong Town Centre.

It may well be another ten years before the necessary pre-conditions exist which would enable construction of the Tuggeranong Town Centre to commence. As mentioned earlier, residential development west of Drakeford Drive in the late 1980's will assist in this regard, however, in the meantime the Erindale Centre should be capable of providing a reasonable combination of convenience and comparison shopping for the residents of Tuggeranong but with some recourse to Woden and Civic for more specialised facilities. To deny such opportunities in order to preserve a particular Town Centre concept would be to perpetuate existing retail deficiencies in Tuggeranong, and would be pointless if subsequently the Town Centre proceeds in an efficient and effective manner supported by a growth in demand, as the Commission believes it can.

I have sent copies of this letter to Senator Reid, Mr Ruddock, Mrs Kelly and Mr McGauren, and also to the Minister.

Yours sincerely,

*A. J. W. Powell*  
A. J. W. POWELL

6 September 1983

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

