

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)  
SECOND REPORT

MAY 1984

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- APPENDIX IV Briefing notes supplied jointly by the National Capital Development Commission and the Department of Territories and Local Government.
- APPENDIX V Letter from Mr B.M. Browning, Secretary and Manager, National Capital Development Commission, dated 14 May 1984, referring to Variation 2 (Hawker).
- APPENDIX VI Advice from Chief Valuer, dated 2 May 1984, on rateable value of houses located opposite "T" intersections.
- APPENDIX VII Letter from the Minister for Territories and Local Government, dated 27 March 1984, relating to Tharwa.

JOINT COMMITTEE ON THE AUSTRALIAN CAPITAL TERRITORY  
TERMS OF REFERENCE

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

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

MEMBERSHIP OF THE COMMITTEE

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

## RECOMMENDATIONS

The Committee approves Variations 1-4, 6-7, 9-14 and 16-18 in the 82nd Series of Variations. .

The Committee has decided to defer approval of Variation 8 which provides for a cycleway from Kings Park to Telopea Park via the Jerrabomberra Wetlands until it takes further evidence from the Canberra Ornithologists Group and the Department of Territories and Local Government and the National Capital Development Commission.

## 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 Series contains 18 items and the Committee presented a report dealing with three of those items on 3 May 1984. This report deals with 15 of the outstanding items including Variation 2 deferred from the first report. Variation 8 has been deferred until further evidence is taken. 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 10 March and 17 March 1984. Displays showing the proposals were arranged by DTLG at the Belconnen Mall, Monaro Mall, Woden Shopping Square, Cooleman Court, Dickson Library, and the public library Erindale Centre, Wanniasa. 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 public hearings on the proposals on 9 April and 3 and 10 May 1984. The list of the witnesses who appeared before the Committee is at Appendix II. The transcript of evidence given at the hearings will be available for inspection at the Committee Office of the House of Representatives and at the National Library.

5. The Committee is conscious of the role of the ACT House of Assembly as representing the views of the citizens of the ACT and invited a representative from the Assembly to provide comments on the proposed variations at the public hearing. During the hearing of 9 April 1984 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, which includes the items already reported upon, 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 15 proposals dealt with in this Report is approximately \$4.5 million.



82ND SERIES

Variation 1 - Evatt, McClure Place

8. This variation proposes the deletion from the City 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 an existing supermarket.

9. The area is now used as a service area and for employee parking at the supermarket.

10. There is no cost involved and no objections have been received.

11. The Committee approves the variation.

## Variation 2 - Hawker, Section 1

12. The Committee deferred consideration of this variation in its First Report on the 82nd Series of Variations. The variation involves the development of an area in Hawker for standard residential housing. Access to the development was proposed as being from Murranji and Walhallow Streets.

13. The objectors to the variation, who live opposite the proposed "T" intersection that would be established by providing access from Murranji Street, suggested that there was a viable alternative access to the Murranji Street one to the eastern side of the development connecting into Walhallow Street near the Hawker playing fields. Under this proposal access to the development would be from two points on Walhallow Street.

14. The Committee decided to defer this variation until the National Capital Development Commission could explain why incorrect information about the proposal had been included in a letter to Mr Fry, MP, and whether in fact the variation could be modified to meet objections by deleting the proposed access from Murranji Street. The letter to Mr Fry had stated in part that:

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

15. The Commission, in responding to the Committee's First Report on this variation, claimed that the contentious information included in its letter to Mr Fry was simply a mistake and was regretted. The impression the information had given that it would be a simple matter to change the plan to achieve an alternative access arrangement, which would be acceptable in terms of town planning, was not correct. The Commission stated that there had been no intention of supplying the misleading information. A copy of the NCDC's letter to the Committee is at Appendix V.

16. Although there may have been no intention to supply misleading information, the statement naturally led the objectors to believe that the proposal could be modified without substantially affecting the development when this was not the case. It is unfortunate that the misleading information was provided and that it led the objectors to have a false expectation of what their objection might achieve. The Committee hopes that such mistakes by NCDC are rare. In cases where NCDC does mistakenly advise people it is essential that the people affected be informed of the mistake as soon as it is identified and that the correct situation be explained to them. The failure of NCDC to do so in this case has created the current difficulties.

17. On the question of whether the variation could be modified to delete the Murranji Street access, NCDC stated that access to the sub-division could conceivably be provided by a number of means (which had been considered) but that the variation as proposed was the only means "which retains the principles of the road hierarchy fundamental to neighbourhood planning".

18. The difficulties with the objectors proposal to have access points on Walhallow Street to the east and the south, according to NCDC, were that it would work against the neighbourhood road hierarchy, as Walhallow Street was a minor road providing access to the Hawker playing fields, and that, for safety and convenience reasons, it was inappropriate to use the narrow eastern section of Walhallow Street as a residential access road.

19. NCDC rejected the objectors claims that the location of a "T" intersection opposite their properties would reduce their value. This was supported by an opinion from the Chief Valuer who considered the situation following a request by the Committee. The Chief Valuer's opinion stated:

"It is considered that the proposed variations to the road layout in Section 1, Hawker, would not affect the value of Blocks 28 and 29, Section 27, Hawker (i.e. the objectors' properties)."

A copy of the opinion is at Appendix VI.

20. NCDC stated that the proposal provided for the carriageway for vehicles exiting into Murraraji Street to be aligned on the boundary of the two opposite properties so that headlights would not shine directly into bedrooms. At the time of the public hearing on this variation one of the objectors' concerns was that the alignment of the access road was not clear. NCDC's assurance that it will be on the boundary of the two properties is welcome.

21. While the Committee is unhappy about the way this variation has been handled by NCDC, it believes that the variation as proposed by NCDC is the best option from planning, safety and convenience viewpoints.

22. The Committee recognises the level of concern of the objectors about this proposal which will have a significant impact on them. Against this concern however, the Committee had to weigh up the urgent need for the development of residential land and the lack of suitable alternative-options to that proposed in the variation. While being fully aware of the objectors' concern, on balance the Committee believes it cannot hold up this important development of residential land.

23. The Committee approves the variation.

**Variation 3 - Scullin, Section 43**

24. The proposal provides for the addition to the City Plan of an existing car park which provides access and off-street parking to the Scullin Health Centre and Community Hall and to an adjacent site selected for an early childhood education centre and a community creche. The Centre will be operated by the Montessori organisation. The gazettal of the car park will provide access to the centre.

25. There is no cost involved and no objections have been received.

26. The Committee approves the variation.

Variation 4 - Bruce, Sections 5, 8, 9 and 20

27. The purpose of this proposal is to provide access to proposed car parks, improve access to existing car parks, modify an existing road reservation of Leverrier-Crescent to provide dual carriageways with a central median strip at the National Sports Centre and widen the cul-de-sac end of Battye Street to extend the bus manoeuvring area. The proposal also involves the deletion from the Plan of Thynne Street (not constructed) between Leverrier Crescent and the new access road and that section of Leverrier Crescent which is being relocated.

28. One objection was received which was concerned with egress from the car park. Mr Keirven, the objector, stated that under the present arrangements it was almost impossible to get out of the car parks into either Battye and Leverrier Street after popular events and that therefore people preferred parking outside the car park.

29. NCDC believed that the new arrangements would relieve substantially the problem of egress from the car parks. The objectors proposals would be considered in designing the new work.

30. While these arrangements largely will relieve the problem of egress from the car parks for the moment, the Committee is aware that further changes will have to be made to cater for the large crowds expected for the 1985 World Cup Athletics. Facilities at the National Sports Stadium will be significantly upgraded to cater for the athletics and access to and from the Stadium also will need to be substantially upgraded if problems of entry and egress are not to arise.

31. The Committee approves the variation.

Variation 6 - City, Section 61

32. This variation proposes the addition to the City Plan of a small vehicular access road to the site of the proposed Australian Federal Police Headquarters Building on City, Section 61. It also proposes a minor addition to the London Circuit road reservation to provide a vehicular layby for the site.

33. The estimated cost of the variation is \$35 000. The Committee did not receive any objections.

34. The twelve storey Australian Federal Police Headquarters Building will be flanked by sites reserved for private enterprise office buildings. Although the proposed building is expected to provide parking for 120 cars, 12 wagons and 22 motor cycles, the area currently accommodates 370 cars. A nearby temporary car park will be extended to provide some additional parking.

35. NCDC noted that the White Industries Development and the Australian Federal Police building would together equate to about 40 per cent of available office space now in Civic. This will have a major impact on Civic traffic and car parking.

36. The Committee therefore reiterates its general concern about the lack of car parking facilities in Civic expressed in its 81A Series Report, tabled in Parliament on 3 May 1984. The Committee asks that the second recommendation of that Report, which recommended measures to deal with the significant additional demand for access to Civic generated by these new developments, be implemented urgently.

37. The Committee approves the variation.



**Variation 7 - Parkes, Kings Park**

38. This variation modifies the road reservation of Wendouree Drive and relocates the cycleway in Kings Park to provide improved tourist access to the Carillon, the HMAS Canberra Memorial and Grevillea Park. Implementation of the proposal will reduce conflicts between vehicles, bicycles and pedestrians.

39. The variation also proposes the deletion of 500 metres of Wendouree Drive, which will reduce the visual impact of Wendouree Drive when seen from the High Court and Australian National Gallery and enable further facilities to be developed in Kings Park. The deletion of the section of road will eliminate the possibility of Wendouree Drive being used as a short cut to and from Kings Avenue and Constitution Avenue.

40. Access to Blundell's Cottage will be facilitated by providing car parking off Parkes Way.

41. The cost of the variation is estimated at \$400 000 and no objections have been received.

42. The Committee approves the variation.

Variation 9 - Phillip, Sections 103 and 130

43. The variation provides for the addition of roads to provide access to enable the development of medium density residential sites in Swinger Hill (Sections 103 and 130 Phillip).

44. The area opened up by the proposal will provide for between 40 and 85 medium density units. The development has been planned to reinforce the character of Swinger Hill.

45. It is also proposed to service nearby areas (Sections 45-102 and 118) for further medium density housing. The total number of medium density units resulting from the proposed developments will be between 80 and 155 units.

46. There is a block of semi-mature and mature trees (mainly elms and poplars) surrounding the area and the location and design of road extensions have been influenced by the need to retain these mature trees.

47. The approximate cost of the proposal is \$100 000. No objections were received.

48. The Committee approves the variation.

**Variation 10 - Phillip, Sections 52 and 129**

49. This variation provides for the addition to the City Plan of road extensions to provide access to medium density residential sites for approximately 90 townhouses at Swinger Hill.

50. The Committee notes that NCDC made some amendments to its Development Plan for the area, including extending the amount of open space, in response to views it had received on its draft Policy and Development Plan.

51. The estimated cost of the variation is \$400 000 and no objections have been received.

52. The Committee approves the variation.

Variation 11 - Oxley, Road HDR and HDD

53. This proposal involves the deletion from the City Plan of an unconstructed access road and a car parking area previously associated with a shop site.

54. A shop in the area was now considered not to be viable in the light of current retail trends. The site will be sub-divided for standard housing blocks.

55. There is no cost involved in the proposal and no objections were received.

56. The Committee approves the variation.

**Variation 12 - Oxley, Road HHH**

57. The variation provides for the deletion from the City Plan of an unconstructed residential access road.

58. The deletion of the access road and associated residential blocks will enable the enlargement of a hill reserve enhancing the landscape setting of Oxley.

59. There is no cost involved in the proposal and there were no objections to it.

60. The Committee approves the variation.

**Variation 13 - Wanniasa, Sangster Place**

61. This variation provides for the deletion from the City Plan of two small areas of Sangster Place which form part of the service yard provisions for the Wanniasa Intermediate Centre, to enable the construction of service and storage areas for the existing supermarket.

62. There is no cost involved and no objections have been received.

63. The Committee approves the variation.

Variation 14 - Kambah, Section 449

64. This variation provides for the addition of access roads to allow the development of approximately 19.5 hectares of vacant land in Kambah to provide 168 residential blocks.

65. The area had originally been reserved for residential use but in 1974 was identified for development as a transportable homes park to provide temporary accommodation for construction workers. As this temporary accommodation was no longer required in this area the site was identified again for residential use.

66. Most of the area will be developed for standard detached housing (144 blocks). Medium density housing is proposed for the south-west area with a mix of 14 cottages and 10 courtyard blocks. The location of medium density housing would be compatible with other medium density housing units in the vicinity.

67. The Committee was informed that mounding will be constructed along the length of the proposed Athllon Drive frontage to reduce the effect of traffic noise.

68. The estimated cost of land servicing, including road construction, is estimated to be \$1.5m. No objections were received.

69. The Committee approves the variation.

Variation 16 - Macarthur, Section 394

70. This variation provides for the extension of an existing cul-de-sac to enable the development of a further 10 standard residential blocks in Macarthur.

71. The proposed additional sub-division has been designed to ensure compatibility with existing developments.

72. The cost of land servicing, including road construction, is estimated at \$100 000. There were no objections to the proposal.

73. The Committee approves the variation.



Variation 17 - Macarthur, Sections 344 and 391

74. This variation proposes an addition to the City Plan of two residential access roads and an extension to a cul-de-sac on a sub-division in Macarthur to enable the-development of 40 sites for standard detached houses.

75. The total length of the proposed roads is 370 metres and is estimated to cost \$400 000.

76. The Committee received one objection to the proposal from Mr K.D.J. Prendergast, who lives in Jackie Howe Crescent opposite the proposed development. Mr Prendergast objects to the proposal on road safety, ecological and personal grounds.

77. With regard to the road safety aspects of the proposal, Mr Prendergast, although agreeing with the NDC that crossroads are dangerous, feels that in a situation as proposed in the development where two roads enter a major road within 50 metres of each other, a crossroad is a more viable alternative. The Committee believes that crossroads, from a road safety point of view, are dangerous and favours the creation of "T" intersections as proposed.

78. In relation to the ecological aspects of the proposal the Committee was informed that blocks in the proposed sub-division were next to a site reserved for a water reservoir, and would not be released until the reservoir was constructed in about 1985/86.

79. NDC officials told the Committee that in order to reduce the visual impact as much as possible the reservoir will be partly cut into the hill and will be landscaped. A significant number of existing trees will be retained. Also an earth mounding will be constructed which will largely obstruct the view of the concrete reservoir.

80. With regard to personal grounds, Mr Prendergast stated that when he purchased his block in December 1983 he had not been made aware of the proposed development, and he felt a "T" intersection opposite his house would mean a loss in valuation of his property.

81. Officials of the Commission and the DTLG informed the Committee that a Draft Policy and Development Plan proposing these additional areas for housing was released by the Commission for public comment in August 1983. The Commission at that time obtained from DTLG a list of all existing leases in the area and wrote to each of the lease holders advising them of the Draft Policy and Development Plan. Furthermore, advertisements were placed in the press. No objections were raised.

82. It appears that in Mr Prendergast's case the lease holder of the block at that time was the builder, who unfortunately did not inform Mr Prendergast of the proposals for the area opposite his block when the lease changed hands.

83. An official of the Commission told the Committee that information about land use policy in particular areas is freely available from the Commission to any interested person.

84. The situation in which Mr Prendergast found himself would not be an isolated case. It is therefore suggested that the Commission examine their procedures to see if it is possible to alert people in such situations of proposed land use policies in their area. While the Committee suggests this, it also believes that, as land use policy information is readily available from NCDC, buyers take care to inform themselves of land use policy proposals in their area.

85. With regard to the loss of valuation of property opposite a "T" intersection, the DTLG has advised that the Chief Valuer did not consider this to be the case. (See Appendix VI.)

86. The Committee is conscious of the level of concern of people who have "T" intersections created opposite their properties. However, as with variation 2, the Committee believes that the importance of providing further residential land and the lack of suitable alternatives means that, on balance, the variation should be approved.

87. The Committee approves the variation.

Variation 18 - Tharwa, Section 5

88. The variation provides for the gazettal of a section of 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. No objections were received to the variation.

89. In 1978, as part of the 66th Series of Variations, the Committee agreed to a proposal to replace the existing one lane wooden bridge, which NCDC then claimed was structurally unsound and uneconomic to repair, with a new two lane bridge built to the original design. As a result the Committee approved the de-gazettal of the existing bridge and approach roads and approved new approach roads and a new bridge.

90. NCDC is now seeking to have the existing bridge and approach roads re-gazetted. It claimed that work will be undertaken to extend the life of the existing bridge by about 10 years, thus postponing the need for a new bridge.

91. No costs were involved in the variation and no objections were received.

92. An outstanding variation proposal from 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 water supply and sewerage disposal problems in Tharwa.

93. The Minister has since advised the Committee that he no longer intends to proceed with that variation proposal. (Copy of Minister's letter to the Committee is at Appendix VII.) The results of an examination by NCDC confirmed the problems relating to the adequacy of sewerage disposal and water supply in Tharwa and precluded consideration of the 81st Series proposal at the moment.

94. The Committee approves the variation.

A handwritten signature in black ink, appearing to read 'Ken Fry', is written over a faint, illegible typed name.

(KEN FRY)

Chairman

29 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. 2600

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



B2ND SERIES OF VARIATIONS

SECOND REPORT

WITNESSES

Department of Territories and Local Government

Mr E. G. Davenport

Assistant Secretary, Residential Leases Branch

Mr N.J. Gascoigne

O.I.C. Statutory Processes Sub-Section, Residential  
Leases Branch

Dr M. Braysher

Wildlife Biologist

National Capital Development Commission

Mr M.M.B. Latham

Associate Commissioner

Mr G.J. Campbell

Chief Planner

Mr G.D.W. Pain

Chief Planner

Objectors - Variation 2

Mr J.R. Miller

Private Citizen

Mr G.W. Jensen

Private Citizen

Objector - Variation 17

Mr K.D.J. Prendergast

Private Citizen

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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VARIATIONS TO THE CANBERRA  
CITY PLAN (82ND SERIES)

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MARCH 1984

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



**PERSONNEL OF THE COMMITTEE**

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

**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 Murrarji Street. The Committee considered in particular the location of the proposed access road into Murrarji 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 SITE : 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.

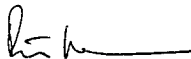
COMMITTEE COMMENT RE: RESIDENTIAL DEVELOPMENTS

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**

---

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

PARLIAMENT HOUSE  
CANBERRA, A.C.T. 2600

29 February 1984

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

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

#### 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.

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 84 of Thursday 13.3.84 the Ministry for Territories and Local Government, the Hon. Tim Upton, gave notice of his intention to vary the terms of the City of Canberra and its various City Plans. Members of the public who wish to lodge submissions or objections on any of the proposals invited to do so. All submissions must be lodged in writing, with the Secretary, Department of Territories and Local Government, GPO Box 761, Canberra City, 2601, no later than 5.00pm on Wednesday 21-3-84. Submissions may also be lodged by hand at Room 304, 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 proposal and will report to Parliament before the variations can take effect.

Details showing all of the proposed changes will be available at the Botanical and Manuka Malls, Wreath Shopping Square, Cotnam Court, Dakin Library, and the Public Library, Latham Centre, Warrumbidgee. A display relating to the proposed variation in Thurston will be at Jeffrey's Clerk, Thurston.

### VARIATION 1

**EVATT, McCure Place:** Deletion from the plan of that part of McCure Place which forms part of the service area at the rear of Block 15 Section 31, to enable the extension of the existing easement.

### VARIATION 2

**WARRICKER Section 11:** Addition to the Plan of residential access roads off Murray Street to enable the development of 27 standard residential blocks under Section 11 housing.

### VARIATION 3

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

### VARIATION 4

**SPENCE, Sections 5, 6, 8 and 9:** Addition and deletion of roads which will provide access to residential car parks associated with the National Sports Centre on the western side of Leverrier Crescent and provide access to existing car parks in that area. The road reservation of Leverrier Crescent will be reallocated to provide dual carriageway with a central median.

### VARIATION 5

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

### VARIATION 6

**CITY, Section 81:** Addition to the Plan of an access road to the site for the proposed Australian Federal Police headquarters Building on Section 81 and a minor addition to the London Circuit road reservation to provide a vehicular loop for that site.

### VARIATION 7

**FARMER, Kings Park:** Modifications to the road reservation of Warrumbidgee Drive and reallocation of the cycleway in Kings Park to improve lateral access to the Canberra Maze Canberra Memorial, Graves Park and to enable the provision of further facilities in Kings Park.

### VARIATION 8

**GRASS PASTURE TO TELLOPEE PARK VIA WETLANDS:** Addition to the Plan of a cycleway from Kings Park, Parkes via the Wetlands to Tellopee Park to Section linking with existing cycleways in Tellopee Park and Downer Park, thus connecting the recreational cycleway around Lake Burley Griffin.

### VARIATION 9

**PHILLIPS, Sections 102 and 130:** Addition to the Plan of roads to provide access to enable the development of medium density residential sites in Sections 102 and 130 Phillip.

### VARIATION 10

**PHILLIPS, Sections 52 and 175:** Addition to the Plan of roads to provide access to enable development of medium density residential sites in Sections 52 and 175 Phillip.

### VARIATION 11

**OSLEY, Road 10R and 10D:** Deletion from the Plan of an unreserved 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

**OSLEY, Road 10H:** Deletion from the Plan of an unreserved road originally designed to service residential development in part of Section 47 City. The area will now be included in the full reserve.

### VARIATION 13

**WARRABEEA, Sangster Place:** Deletion from the Plan of two sections of Sangster Place, Warrabeea, to enable the construction of service and storage areas required by the existing business.

### VARIATION 14

**KAMBRAH, Section 199:** Addition to the Plan of access roads to permit the development of approximately 18.5 hectares of vacant land in Section 199 Kambrah for residential purposes.

### VARIATION 15

**CHEPHOLM, Section 571:** Addition to the Plan of roads to allow access for retail, other commercial, municipal and community uses to be located in the proposed Chaplain Centre, Block H at the intersection of the Chaplains Centre Drive from Ladbroke Drive, Proctor Street and via a roundabout at the intersection of Heritage and Hoegarty Crescents.

### VARIATION 16

**MACARTHUR, Section 268:** Extension of an existing road 66 m to enable the development of a further 10 standard residential blocks in Section 268 Macarthur.

### VARIATION 17

**MACARTHUR, Section 268 and 269:** Addition to the Plan of roads to enable the development of a further 10 standard residential blocks in Section 268 and 269 Macarthur.

### VARIATION 18

**THURSTON, Section 5 and Thurston Road:** Addition to the Plan of a section of an existing road between Thurston Road from the existing Thurston Bridge to the existing (partial) road. The roads were designated in the 8th Series of Variations as part of the proposal to provide a new bridge. However the site on the existing bridge is to be extended by approximately 50m years postwar the need for a new bridge.

Further enquiries should be directed to Mr R. Cunningham on 620002 of Mrs B. Prosser on 602571.

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 Murrarji 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.

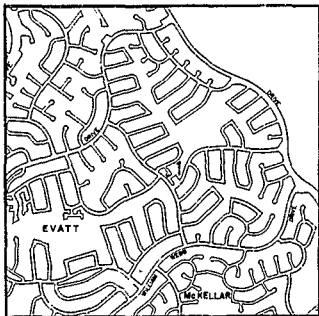
VARIATION 18

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. 1

### 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.



EVATT : McCLURE PLACE - PART ROAD DELETION

1. Purpose

This proposal provides for the deletion from the City Plan of that part of McClure Place which forms part of the service area at the rear of Block 15 Section 31, to enable extension of existing supermarket over part of this area.

2. Area

The area to be degazetted is approximately 406m<sup>2</sup>.

3. Estimated Cost

Nil.

4. Existing Development

The existing development is a service area and employee parking for the supermarket at Block 15.

5. Proposed Development

The proposed development over approximately 120m<sup>2</sup> of the area will be an extension to the existing supermarket, comprising additional storage facilities, plant room and staff amenity areas. The area to the rear of the extension will be used for employee parking.

6. Particular Planning Considerations

- (i) The existing supermarket is 300m<sup>2</sup> which is smaller than many supermarkets in existing centres, eg. Melba, McGregor, Kaleen South, and under construction in Tuggeranong. The proposed extension is for operational reasons to improve storage, update equipment and provide staff amenities. The proposal does not change the basic function of the centre and it is not likely to have an adverse affect on other nearby centres.

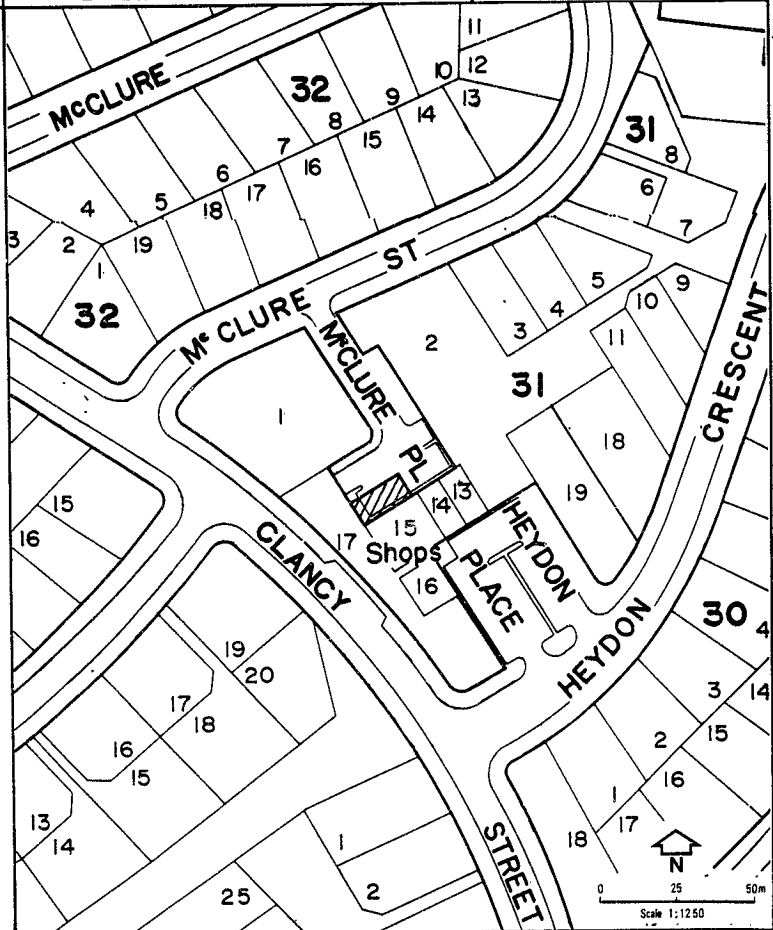
- (ii) Any additional traffic generated by the proposal can be adequately accommodated at the centre and provision for parking and vehicle movements, including service vehicles complies with the Commission's requirements.
- (iii) There is sufficient land at the centre for other uses which may be required in the future, such as community uses.
- (iv) The physical constraints of the site are such that the only direction in which expansion could reasonably occur is to the North-West into the existing service yard.
- (v) The proposed expansion will be in accordance with the architectural design of the existing building.

7. Environmental Considerations

Nil.

8. Public Consultation

Consultation by the Commission on this specific proposal was not considered necessary. The proposal is in accordance with the draft Planning Policies for Local Centres which were released by the Commission for public comment in November 1983 and were generally supported.



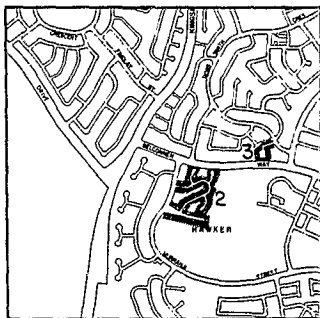
ROAD ADDITION   
 ROAD DELETION 

EVATT : McClure Place -- Part Road Deletion

## 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 northerly 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.

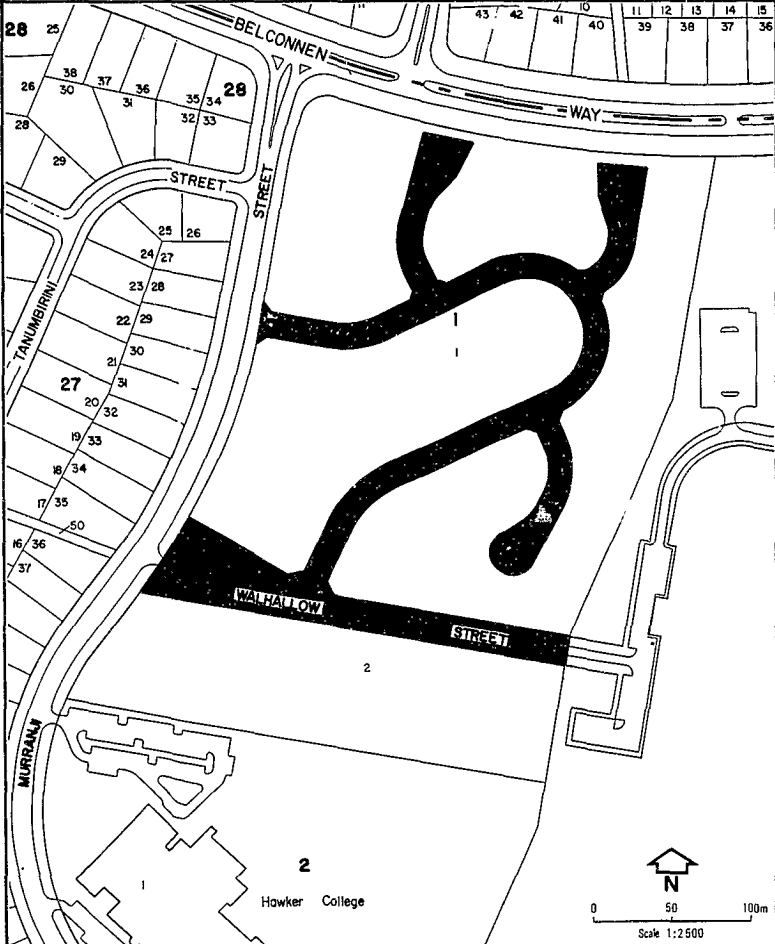
The proposed road layout also provides a general northerly orientation for the major proportion of residential blocks.

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.

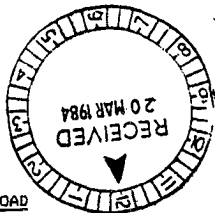
8. Public Consultation

Residents of Murranji 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 Murranji 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 Walhallow Street while retaining the access from Murranji Street. The residents of Nos 12 and 14 Murranji Street have maintained this opposition to the location of the access opposite their homes.



ROAD ADDITION   
ROAD DELETION 

**HAWKER: Section 1 – Road Additions**



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

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 Murrانji 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 *I. TANCIB...*  
Address 8 Murrانji Street

Signature *[Handwritten Signature]*  
Name *[Handwritten Name]*  
Address 10 Murrانji Street

Signature *[Handwritten Signature]*  
Name *[Handwritten Name]*  
Address 12 Murrانji Street

Signature *[Handwritten Signature]*  
Name *B. W. JENSEN*  
Address 14 Murrانji Street

Signature *[Handwritten Signature]*  
Name *[Handwritten Name]*  
Address 16 Murrانji Street

Signature *[Handwritten Signature]*  
Name *[Handwritten Name]*  
Address 18 Murrانji Street

Signature *[Handwritten Signature]*  
Name *D. SEMANAKA*  
Address 20 Murrانji Street

Signature *[Handwritten Signature]*  
Name *E. V. DEES*  
Address 22 Murrانji Street

Signature *S. K. Smith*  
Name *S. K. Smith*  
Address 2 Murrarji Street

Signature *S. K. Smith*  
Name *S. K. Smith*  
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.

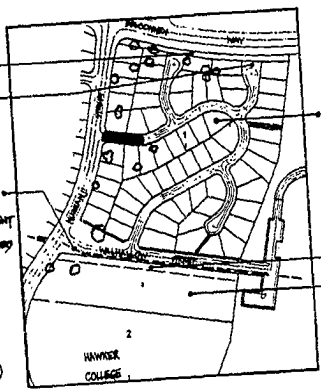
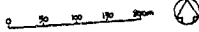
Attachment: (1)

C PROPOSED DEVELOPMENT PLAN

Commonwealth land to be landscaped.  
 o Vehicular access to blocks and internal roads from Belconnen Way.

- Part of proposed cyclway 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 zetting 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.

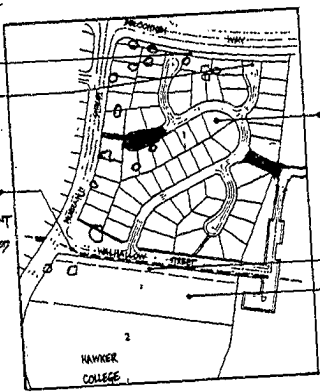
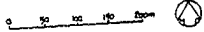
Landscaped buffer area  
 Area for community facilities.

RESIDENTS' ALTERNATIVE DEVELOPMENT PLAN

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

- Part of proposed cyclway 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 zetting 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 Murraraji 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)



NCDP PROPOSED DEVELOPMENT PLAN

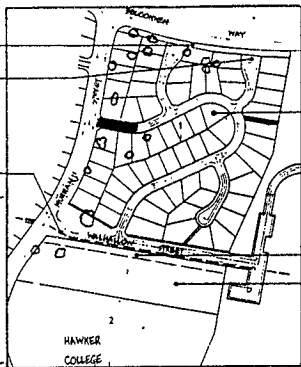
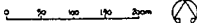
Attachment 1

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 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.



Land servicing 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.

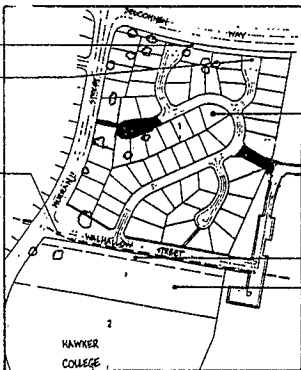
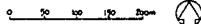
Landscaped buffer area  
Area for community facilities.

RESIDENTS' ALTERNATIVE DEVELOPMENT PLAN

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

- 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.



Land servicing 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.

# DEVELOPMENT PLAN

Commonwealth land to be landscaped.

No Vehicular access to blocks and internal roads from Belconnen Way

\* BUS STOP TO BE LOCATED ON STANT ST. HAWKER SIDE

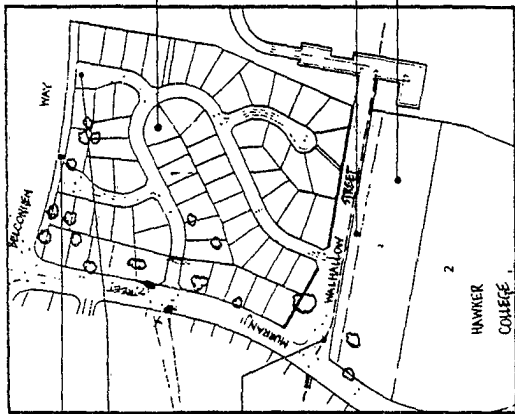
Part of proposed cycleway route

- 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.

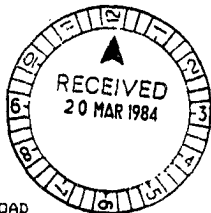
Landscaped buffer area

Area for community facilities.

Mr G.W. JENSEN  
14 Murraraji 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 581 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 Murraraji 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 Murraraji 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 Murrانji 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 Murrانji 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 Murrانji Street - not only vehicular traffic but also pedestrians and cyclists. There are five schools in Hawker located either on Murrانji 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 Murrانji 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 Murrانji 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 Murrانji 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 (82/654 C. Randall; KM of 9 MAR 84) NCDC has stated:-

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

Deletion of the access road from Murrnaji Street, and the creation of an access road on the eastern side of the development leading directly to the Hawker shops would be a very simple modification to the NCDC plan.

Accordingly, it is requested that the Joint Committee direct that an access road be positioned on the eastern side of Section 1, Hawker as shown on the attached plan, rather on the Murrnaji Street (i.e. western) side.

Furthermore, I am quite prepared to make myself available to appear before your committee at your convenience.

Yours faithfully



(G. M. JENSEN)

Enclosure: (1) NCDC Development Plan  
(2) Residents' Alternative Development Plan

# N.C.D.C. DEVELOPMENT PLAN

Commonwealth land to be landscaped.

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

Part of proposed cycleway route.

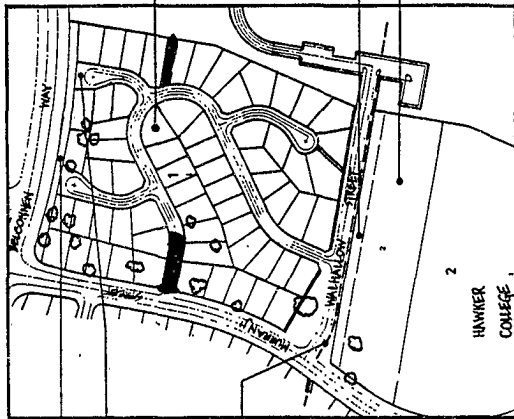
□ EXISTING RESIDENTIAL DEVELOPMENT

○ 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.



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.

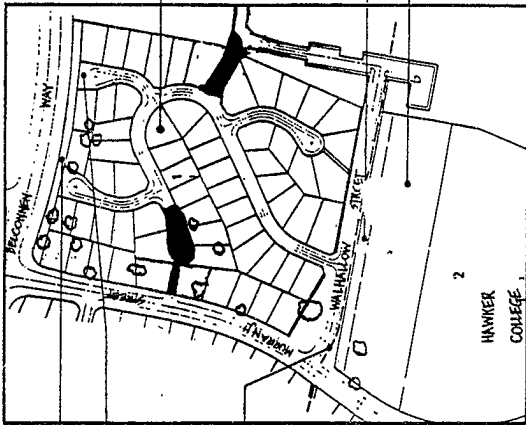
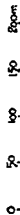
# RESIDENTS' ALTERNATIVE DEVELOPMENT PLAN

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

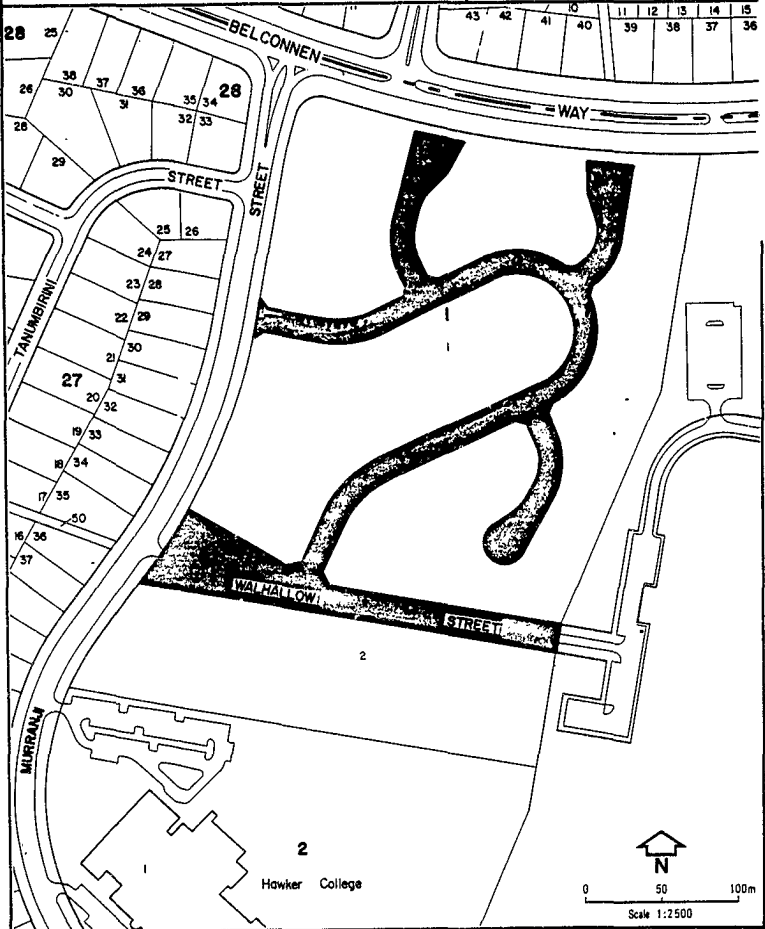
Note: The proposals of the Development Plan are correct at the date of publishing and are subject to change without notice from that date.



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.



ROAD ADDITION   
 ROAD DELETION 

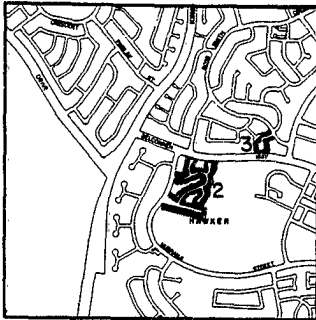
**HAWKER: Section 1 — Road Additions**



## VARIATION No. 3

### 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.



SCULLIN:SECTION 43: ROAD ADDITION

1. Purpose

An existing car park on Section 43 provides vehicular access and off street car parking to serve the Scullin Health Centre and Community Hall. A site has been selected for an early child education centre and community creche adjoining the car park. The gazettal of that car park will provide access to the centre.

2. Length/Area

Not applicable.

3. Estimated Cost

Nil.

4. Existing Development

The car park adjoins the Scullin Community Health Centre and Community Hall. The remaining portion of Block 16 is vacant land.

5. Proposed Development

It is proposed that an early childhood education centre and community creche be developed on a site next to the car park.

6. Particular Planning Considerations

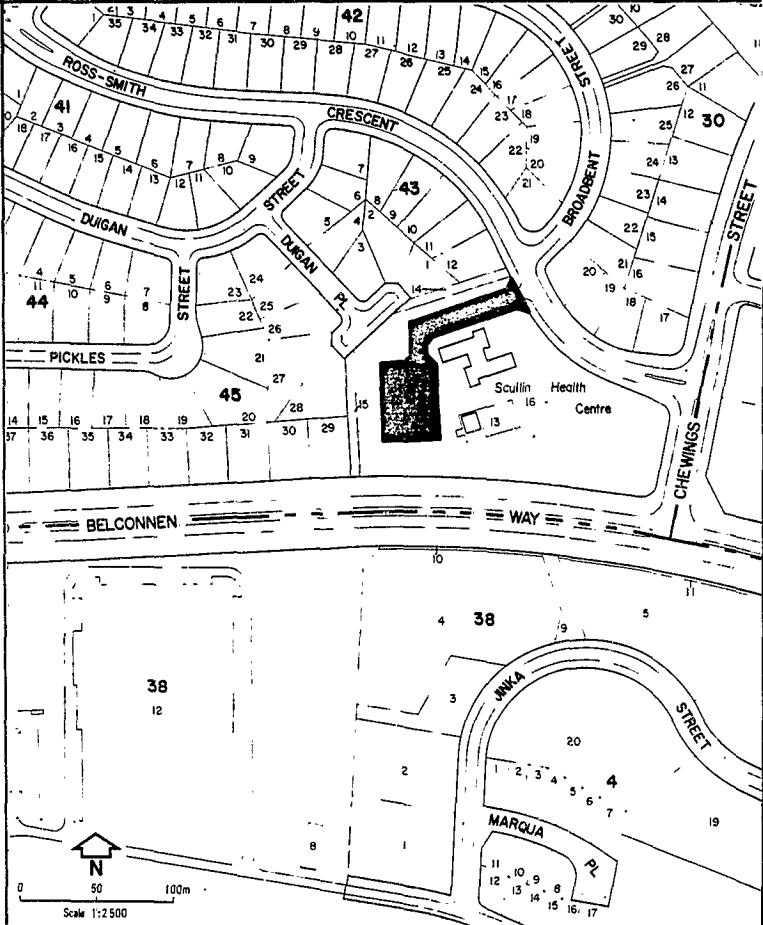
Vehicular access to the subject site from Belconnen Way is unacceptable in terms of traffic safety. Accordingly, access to the site will be via Ross Smith Crescent into the car park. The topography of the site and its proximity to two existing intersections reduces the opportunity to permit a second vehicular entrance. The existing access and adjoining car park can provide the most appropriate connection to all parts of the Block.



7. Environmental Considerations

The use of the existing car park as the main address for the existing and proposed community users will reduce the impact of traffic on the adjacent streets and adjoining residential development.

8. Public Consultation

No public consultation was considered to be necessary.



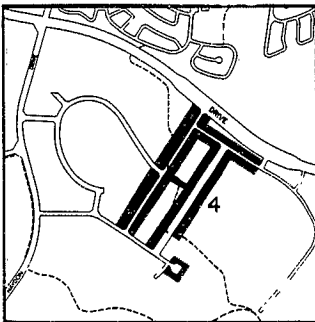
ROAD ADDITION   
 ROAD DELETION 

**SCULLIN: Section 43 – Road Addition**

## VARIATION No. 4

### 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.



BRUCE SECTIONS 5, 8, 9 AND 20 (NATIONAL SPORTS CENTRE)  
ROAD ADDITIONS AND DELETIONS

1. Purpose

(a) To add the following roads:

- (i) a new access road parallel to and west of Leverrier Crescent connecting Battye Street and Ginninderra Drive;
- (ii) a relocated section of the northern end of Leverrier Crescent to connect to the new access road with two new T-junctions;
- (iii) a widened Leverrier Crescent on the western side of the National Sports Centre to provide dual carriage-ways with a central median.

(b) To remove the following roads:

- (i) Thynne Street (not constructed) between Leverrier Crescent and the new access road;
- (ii) that section of Leverrier Crescent which is being relocated.

2. Length

The length of the roads proposed to be added is approximately 1,600 metres, the length of the proposed deletions is 340 metres.

3. Estimated Cost

The approximate cost of the new roads is \$1.0M.

4. Existing Development

Initial development of the National Sports Centre concentrated on the provision of major sporting venues, i.e. the National Athletics Stadium and

the National Indoor Sports Centre. Specialised sports training facilities are now being provided progressively to meet the needs of the Australian Institute of Sport, including the Swimming and Tennis training halls, and the Gymnastics facility.

5. Proposed Development

Works currently in the design stages for the National Sports Centre include:

- . An administration and residential complex north of the Swimming Centre, facing Leverrier Crescent;
- . A sports sciences/sports medicine building near the Tennis Hall;
- . Upgrading of facilities at the National Athletics Stadium to cater for the 1985 World Cup Athletics.

6. Particular Planning Considerations

The proposed new roads are required for access to additional car parks to be provided on the western side of the complex and may ultimately also give access to the Canberra Technology Park area.

The existing and proposed car parks on the western side of the Sports Centre may also be a useful facility for employees of the Canberra Technology Park in the longer term.

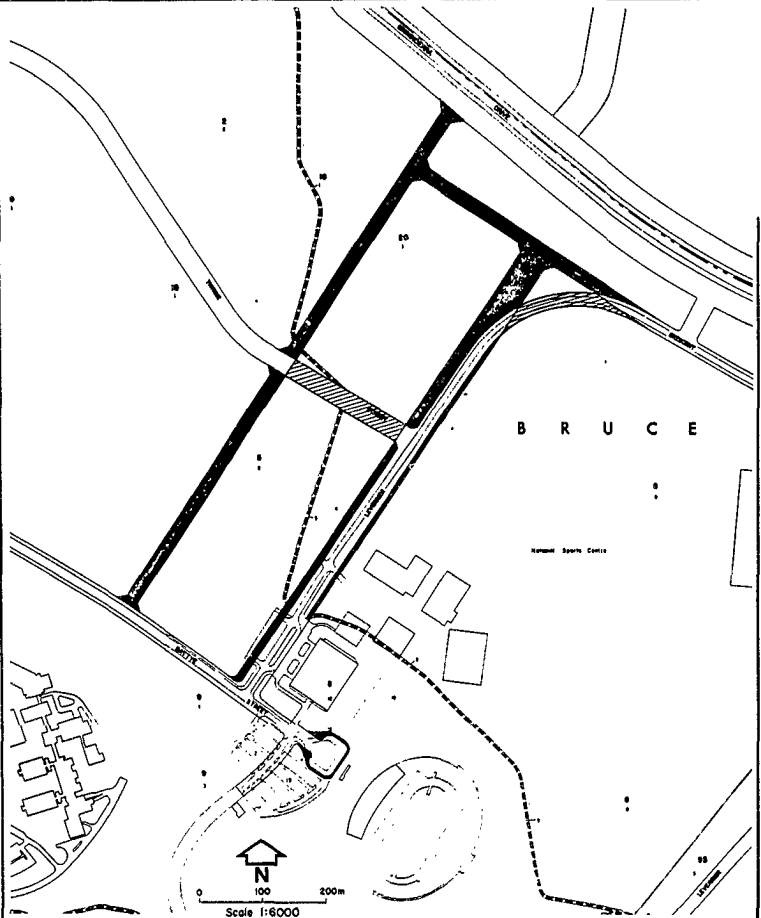
7. Environmental Considerations


The proposed western access road will require the removal of two mature trees and the construction of a substantial embankment up to Ginninderra Drive. The road traverses currently unused Commonwealth land. The nearest residents are in the suburb of Kaleen and are unlikely to suffer any environmental impacts from the proposals.

8. Public Consultation

No public consultation was considered to be necessary.





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

**BRUCE:** Sections 5, 8, 9 and 20 – Road Additions and Deletions

COPY

K. KEIRVEN  
113 Copland Drive  
MELBA ACT 2615

21 March 1984

The Secretary  
DTLG

Dear Sir

82nd Series of Variations to the City Plan  
Variation No. 4 - Bruce Stadium Carparks

Whilst I have not been able to study the drawing fully, I am concerned with the current problem of egress from the carpark.

The problem is, that after popular events, it is almost impossible to get out either into Battye or Leverrier Streets.

Perhaps this could be overcome by the provision of traffic islands in Battye and Leverrier Streets placed immediately before the carpark exits which would restrict traffic at that point to one lane only, thus allowing the carpark traffic to flow in the second lane.

The situation at the moment, at events like basketball, is such that there are more cars outside the carpark than in it. This is because people realize the problem of getting out and therefore won't use the carpark, preferring to park outside, often illegally. Indeed, I have even seen cars parked alongside the 'no parking' signs. They do this safe in the knowledge that nothing official ever seems to be done about illegal parking during the evenings.

I therefore trust that your variations do, in fact, provide easier egress from the carparks.

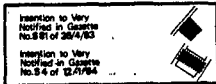
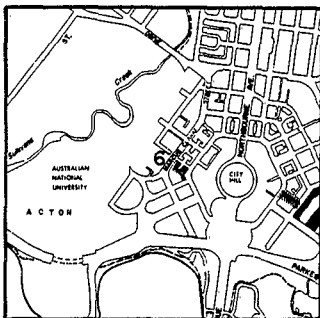
Yours faithfully,

K. Keirven

# VARIATION No. 6

## 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.



## CITY SECTION 61 : ROAD ADDITIONS

### 1. Purpose

The proposal provides for the addition of a small road to the City Plan to permit vehicular access to the site for the proposed Australian Federal Police Headquarters Building. In addition, there is a minor realignment to the existing boundary of London Circuit to facilitate access.

### 2. Length

The total length of the proposed new access road is 57 metres.

### 3. Estimated Cost

The approximate cost of the access road and minor realignment is \$35,000.

### 4. Existing Development

The western portion of Section 61, City is currently a sealed and kerbed car park of 220 spaces. The eastern half is used as an informal car park accommodating about 150 cars.

### 5. Proposed Development

The Australian Federal Police Headquarters Building will be sited on Section 61 next to sites reserved for private enterprise office buildings. It is proposed that the twelve-storey AFP Tower be located in the centre of the area and be flanked by the private enterprise releases.

### 6. Particular Planning Considerations

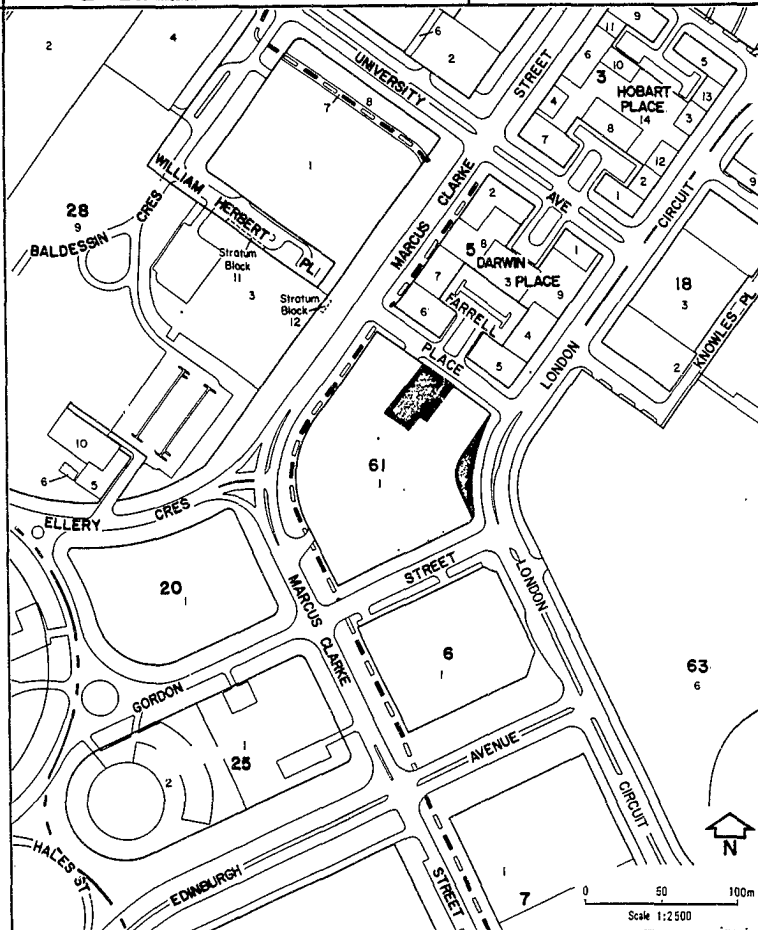
Vehicle access to and from Section 61 is not permitted from either Marcus Clarke Street or from London Circuit. Access will therefore be from Gordon Street and Farrell Place. The minor realignment of London Circuit will permit a vehicular layby to allow persons to be dropped off at the main address to the site.

7. Environmental Considerations

The minor road additions proposed will have no adverse environmental effect on the general area.

8. Public Consultation

No public consultation was undertaken. The proposed office development accords with approved land use as shown in the Civic Centre Policy and Development Plan.



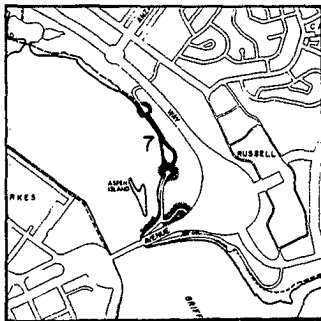
ROAD ADDITION   
 ROAD DELETION 

CITY: Section 61 — Road Additions

## VARIATION No. 7

### 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.



PARKES: KINGS PARK - ROAD ADDITIONS AND DELETIONS  
CYCLEWAY ADDITIONS AND DELETIONS

1. Purpose

The proposed variation would facilitate tourist access to the Carillon and the HMAS Canberra Memorial, improve access to Grevillea Park, reduce conflicts between vehicles, bicycles and pedestrians, and reduce the visual impact of Wendouree Drive when seen from the High Court and the Australian National Gallery. The variation would also enable the provision of further facilities associated with public enjoyment of the park.

2. Length

The length of the additional road gazetted is 250m. The length of road to be deleted is 500m. The total length of roadworks to be built including the extension into Grevillea Park is 1,050m. The bicycle path relocation is approximately 170m in length.

3. Estimated Cost

The total cost of the roadworks including the extension into Grevillea Park is estimated at \$0.4m.

4. Existing Development

Wendouree Drive originates at Constitution Avenue, passes under Parkes Way, near Blundell's Cottage and then runs along the lake terminating east of the Carillon near Kings Avenue. A second section originates off Morshead Drive and terminates in Grevillea Park. The connecting section is gazetted but has never been constructed.

5. Proposed Development

The proposed development provides access from Kings Avenue to Wendouree Drive, deletes Wendouree Drive between Blundell's Cottage and a point west of the Carillon, and connects the road through from Kings Park into Grevillea Park. Access to Blundell's Cottage will be improved by a car park off Parkes Way. The new road



system will greatly improve access to the Carillon, to the central area of Kings Park where improvements are planned, and to Grevillea Park. Parking is provided off the road system and log barriers are proposed to contain vehicles to the road system or adjacent parking areas. The bicycle path relocation avoids the need for the path to cross a road unnecessarily.

6. Particular Planning Considerations

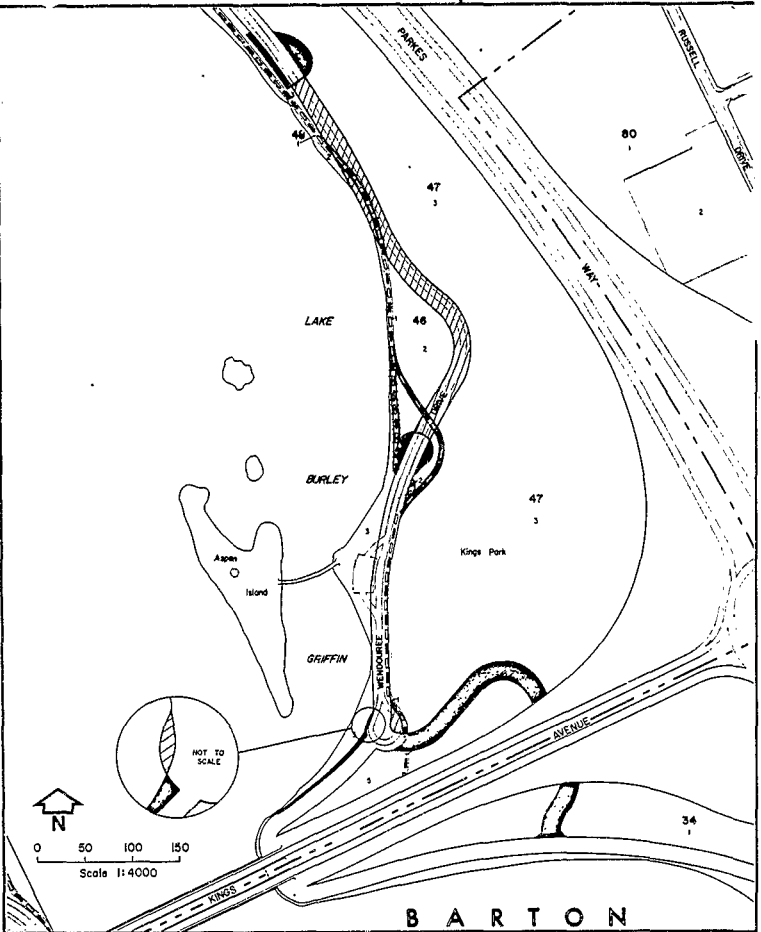
Planning for this area attempts to clarify tourist routes to parkland destinations, minimise conflicts between vehicles, pedestrians and bicycles, and maximise opportunities for future parkland development.

7. Environmental Considerations

Approximately fifteen mature trees will need to be removed within the additional road gazettals. A further fifteen trees will need to be removed within the existing gazettal of Wendouree Drive between Kings Park and Grevillea Park. Kings Park will be extensively planted with native and exotic species.

8. Public Consultation

Pedal Power and the ACT Heritage Committee have been advised of the proposals.



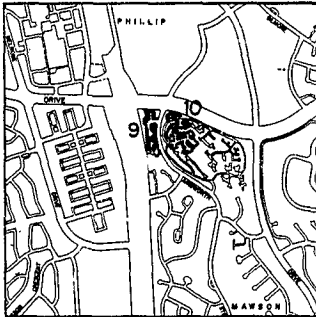
Road Addition	
Road Deletion	
Cycleway Addition	
Cycleway Deletion	

**PARKES: Kings Park — Road Additions and Deletions,  
Cycleway Additions and Deletions**

**VARIATION No. 9**

**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.**



PHILLIP SECTIONS 103 AND 130 - ROAD ADDITION

1. Purpose

This proposal provides for the addition to the City Plan of roads to provide access to medium density residential sites in Swinger Hill.

2. Length

The total length of additional roads to be constructed is approximately 250 metres.

3. Estimated Cost

Approximately \$100,000.

4. Existing Development

There is no existing development on the site.

5. Proposed Development

The area provides for between 40 and 85 medium density units. It is proposed to service this area together with Sections 95-102 and 118 for medium density housing consistent with the existing development at Swinger Hill. The total number of medium density units will be between 80 and 155 units.

6. Particular Planning Considerations

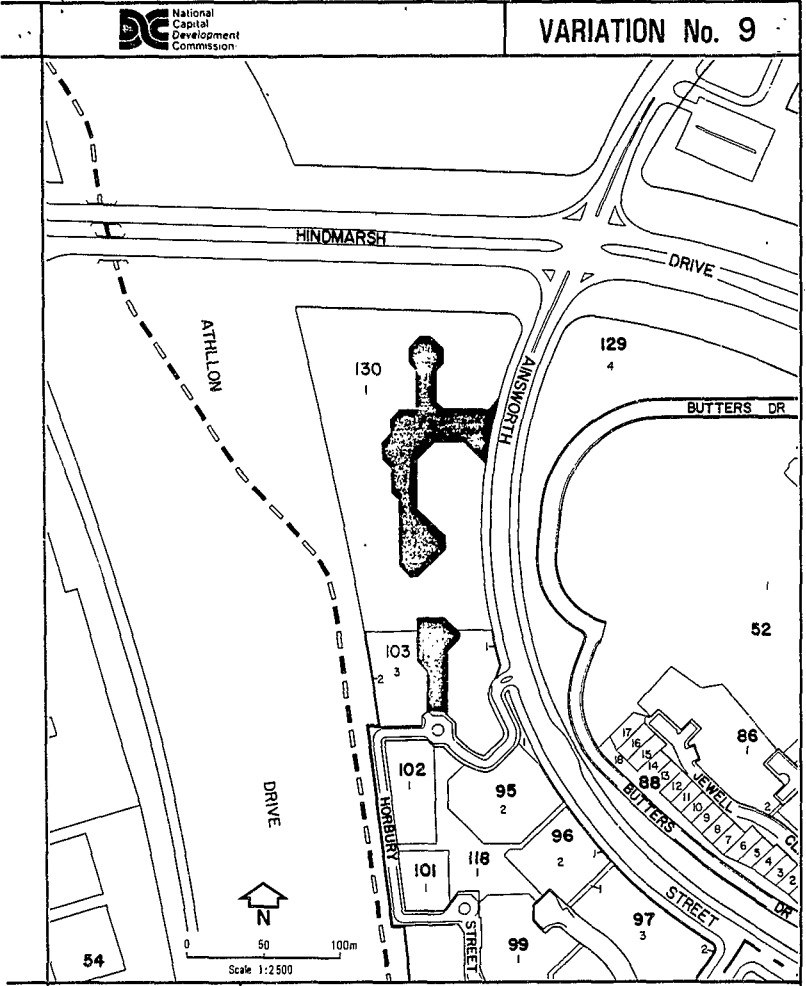
The development has been planned to extend and reinforce the character of Swinger Hill and to facilitate group release of blocks which will be attractive to current market requirements.



7. Environmental Considerations

The area is surrounded by a band of semi-mature trees (mainly elms and poplars) and includes a number of large mature trees. The location and design of road extensions has been influenced by the need to retain these mature trees and generally retain the existing treed character of the site.

8. Public Consultation

Consultation by the Commission was not considered necessary as there is no change in existing land use.



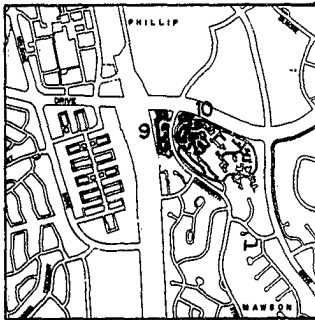
ROAD ADDITION   
 ROAD DELETION 

PHILLIP: Sections 103 and 130 — Road Additions

# VARIATION No. 10

## 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 Section 52 and 129 Phillip.



## PHILLIP SECTIONS 52 AND 129 - ROAD ADDITIONS

### 1. Purpose

This proposal provides for the addition to the City Plan of road extensions to provide access to medium density residential sites at Swinger Hill.

### 2. Length

Approximately 900 metres.

### 3. Estimated Cost

Approximately \$400,000.

### 4. Existing Development

There is no existing development in this area of Swinger Hill. To the south north and east the development of one and two storey medium density units has proceeded.

### 5. Proposed Development

The road extensions will enable access to Sections 52 and 129 to facilitate small scale group release to developers. It is proposed that the area will contain approximately 90 townhouses.

### 6. Particular Planning Considerations

The development has been planned so that the existing civic design character of Swinger Hill is continued and reinforced and the form of housing proposed is appropriate to current planning and market trends.

The height and bulk of the proposed development has been reduced compared with an earlier three storey scheme and taken with the intended landscaping will result in a softening of the Swinger Hill skyline.



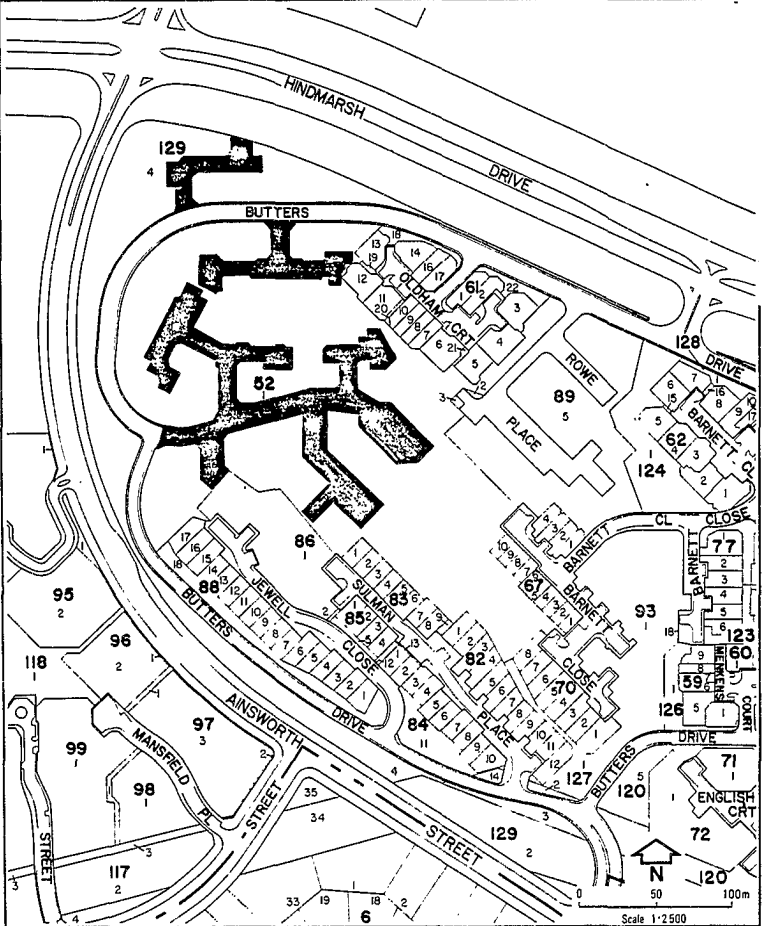
7. Environmental Considerations

It is proposed to landscape public open space in Sections 52 and 129 to enhance the built environment, protect visual privacy, and minimise maintenance.

Areas to the north of Section 129, adjacent to Hindmarsh Drive, will be mounded to protect residents from noise intrusions.

8. Public Consultation

In October 1983 the Commission released for public comment a draft Policy and Development Plan for Sections 52 and 129 Phillip. Six responses to the draft Plan were received and were generally favourable. The Policy Plan has accordingly been confirmed but the Development Plan was amended in several respects, including the proposed road layout, to take account of comments from nearby residents.



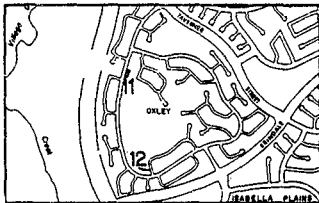
ROAD ADDITION   
 ROAD DELETION 

PHILLIP: Sections 52 and 129 -- Road Additions

## VARIATION No. 11

### 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.



OXLEY: ROAD HDR AND HDD - ROAD DELETIONS

1. Purpose

This proposal provides for the deletion from the City Plan of an unconstructed access road and a car parking area associated with a previous shop site.

2. Length

The total length of roads to be deleted is approximately 60 metres.

3. Estimated Cost

Nil.

4. Existing Development

Section 46 is currently vacant land.

5. Proposed Development

The previous shop site (Section 46) will be sub-divided for standard housing blocks. A shop is not now considered to be viable in the light of current retail trends.

6. Particular Planning Considerations

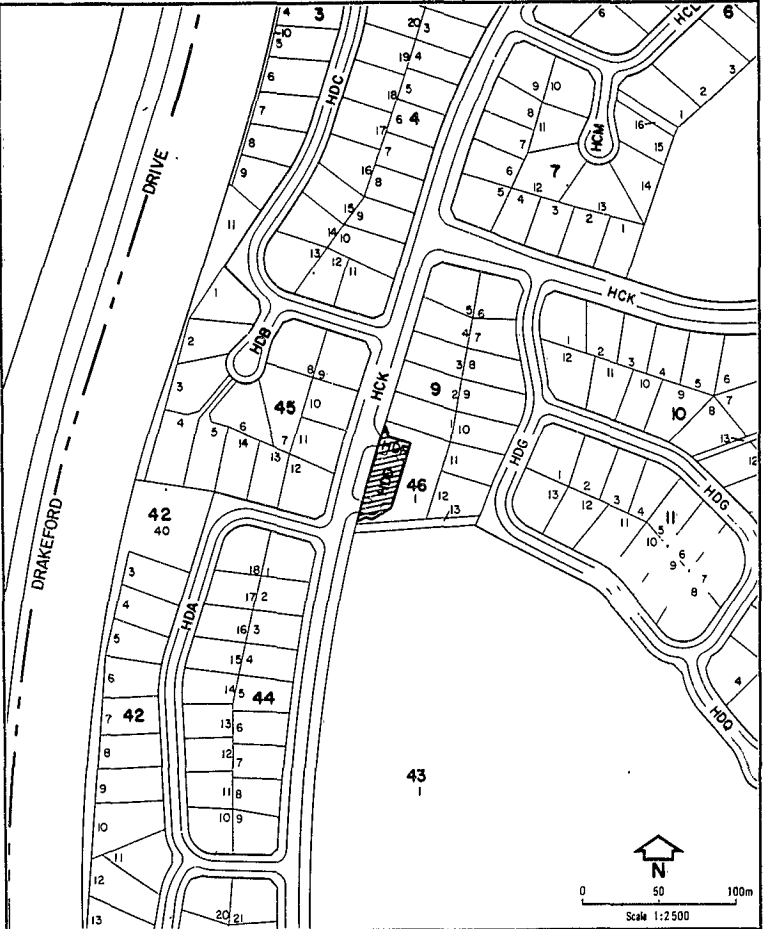
Nil.



7. Environmental Conditions

Nil.

8. Public Consultation

Public consultation was not considered necessary. A revised Policy and Development Plan for Oxley will be available for public issue before any residential blocks in the suburb are released.



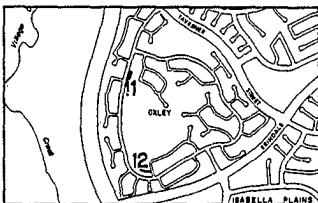
ROAD ADDITION   
 ROAD DELETION 

**OXLEY: Road HDR and HDD - Road Deletions**

## VARIATION No. 12

### 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.



OXLEY: ROAD HEH - ROAD DELETIONS

1. Purpose

This proposal provides for the deletion from the City Plan of an unconstructed residential access road.

2. Length

The total length of road to be deleted is approximately 80 metres.

3. Estimated Cost

Nil.

4. Existing Development

Currently the land is vacant.

5. Proposed Development

The residential blocks associated with the access road proposed for deletion have been deleted to enlarge the hill reserve and enhance the landscape setting of the remainder of Oxley.

6. Particular Planning Considerations

Nil.

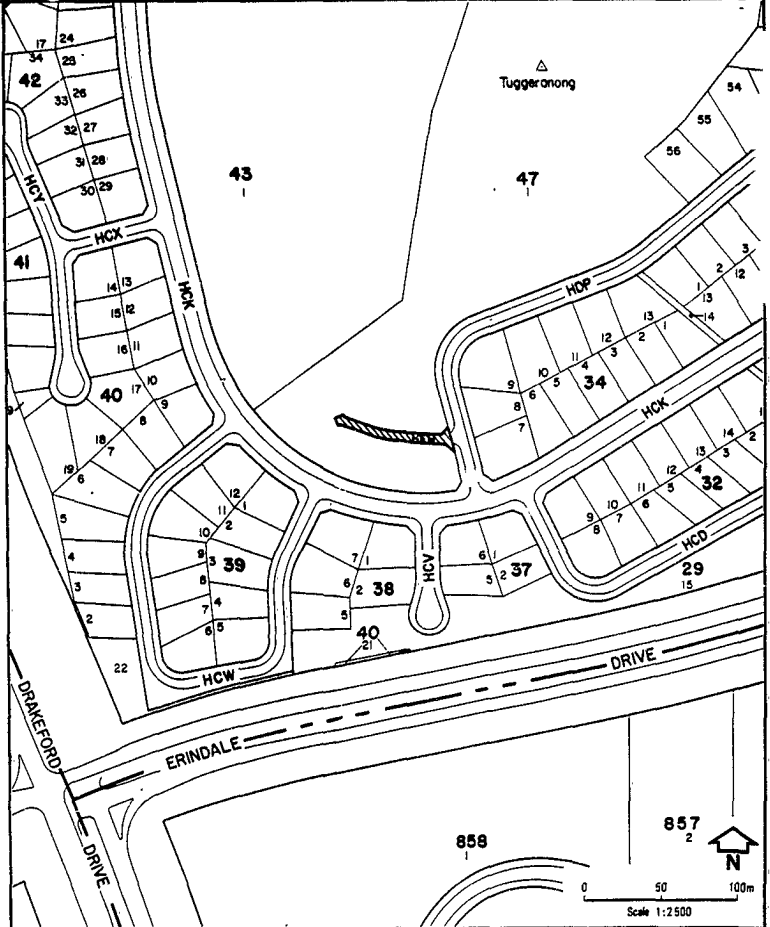
7. Environmental Conditions

The residential blocks were removed from the proposed development to enhance the landscape setting of the remainder of Oxley.

8. Public Consultation

Public consultation was not considered necessary. A revised Policy and Development Plan for Oxley will be available for public issue before any residential blocks in the suburb are released.





ROAD ADDITION  
ROAD DELETION

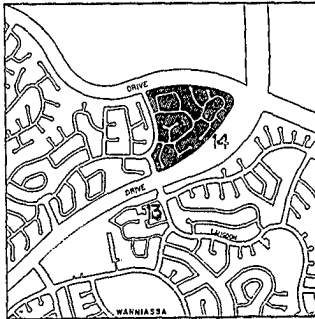


**OXLEY: Road HEH — Road Deletion**

# VARIATION No. 13

## VARIATION 13

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



## WANNIASSA : SANGSTER PLACE - PART ROAD DELETION

### 1. Purpose

This proposal provides for the deletion from the City Plan of two small areas of Sangster Place which form part of the service yard provisions for the Wanniasa Intermediate Centre to enable the construction of an undercover service area to the supermarket and a separate secure dry storage area.

### 2. Area

The total area of the service yard to be degazetted is approximately 115m<sup>2</sup> - 70m<sup>2</sup> adjacent to the supermarket and 45m<sup>2</sup> on the opposite side of Sangster Place.

### 3. Estimated Cost

Nil.

### 4. Existing Development

Wanniasa Intermediate Centre is currently the largest retail centre in Tuggeranong. Its importance is likely to be increased by the construction this year of the extension of Athlton Drive from Sulwood Drive to Drakeford Drive. Sangster Place provides access to the rear of the supermarket and other retail developments at the eastern end of the Centre. The service yard is part of the gazetted area forming Sangster Place.

### 5. Proposed Development

The lessee of the supermarket has sought approval to extend covered storage space into the service yard. Degazettal is necessary to enable leasing of a portion of the service yard.

### 6. Particular Planning Considerations

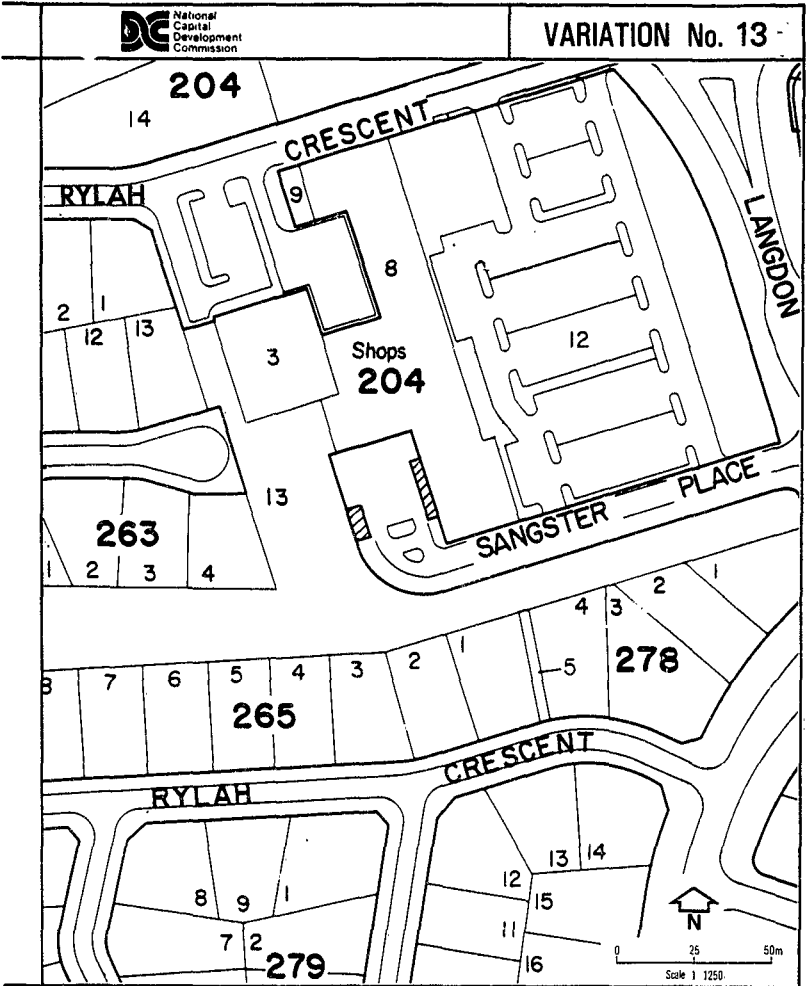
Proposals for the expansion of supermarkets at this level in the hierarchy are dealt with on an individual merit basis. Service access and parking can be maintained at a satisfactory level.



### 7. Environmental Considerations

Nil.

8. Public Consultation

No public consultation was considered necessary.



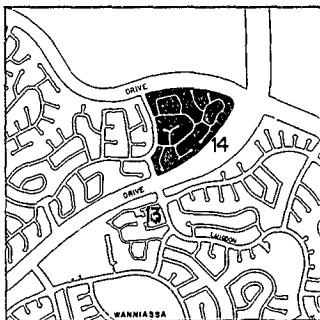
ROAD ADDITION   
ROAD DELETION 

WANNIASSA: Sangster Place — Part Road Deletion

## VARIATION No. 14

### 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.



KAMBAH: SECTION 499 - ROAD ADDITIONS AND DELETIONS

1. Purpose

This proposal provides for the addition to the City Plan of access roads to permit the development of approximately 19.5 hectares of vacant land in Kambah to provide 168 residential blocks.

2. Length

The total length of proposed roads to be constructed is approximately 2.5km.

3. Estimated Cost

The cost of land servicing including road construction is estimated to be \$1.5M.

4. Existing Development

Section 499 is currently vacant land bordered by three existing roads, Sulwood Drive, Livingston Avenue and Atkins Street, and by the reservation for Athllon Drive on the south. The site had been reserved for residential use for some time but was later intended as the location for a transportable homes park. More recently it has been identified again for residential use.

5. Proposed Development

It is proposed that most of the site be developed for standard detached housing (144 blocks). Medium density housing is proposed for the south-west area with a mix of 14 cottages and 10 courtyard blocks.

6. Particular Planning Considerations

The proposed road network off Livingston Avenue is designed to provide safe access to the development.

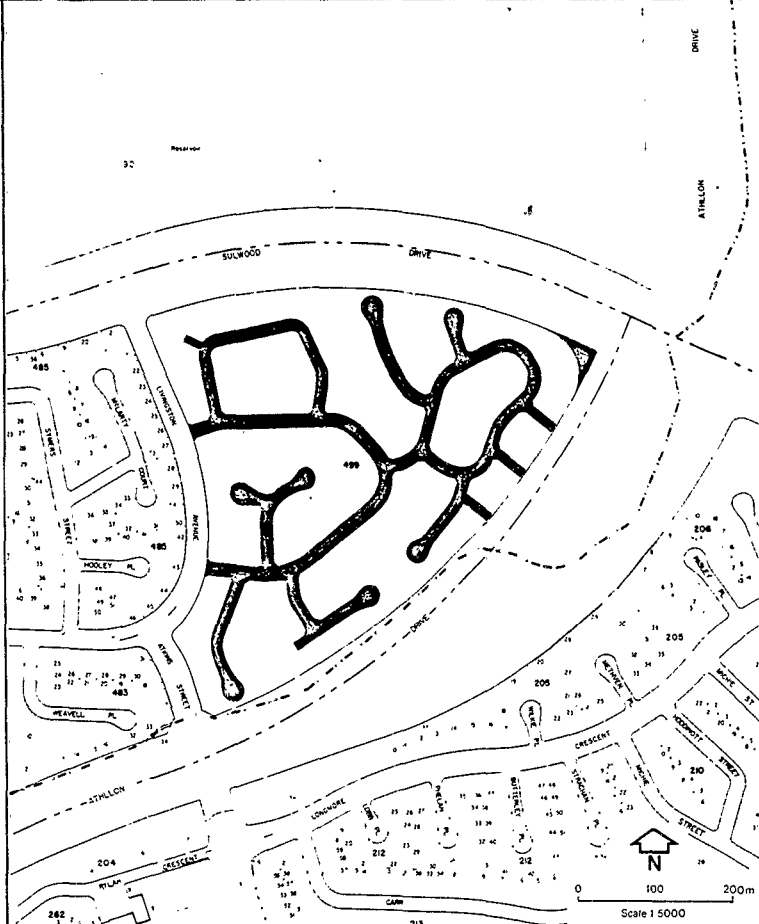
7. Environmental Consideration



Mounding is proposed along the length of the Athllon Drive frontage to protect residential dwellings from excessive noise.

8. Public Consultation

A draft Policy and Development Plan proposing a change in land use from a transportable homes park to standard and medium density housing was released by the Commission for public comment in September 1983. Some concerns about traffic in Livingston Avenue were expressed, but otherwise the Plan was generally supported and has been confirmed with only minor modifications.





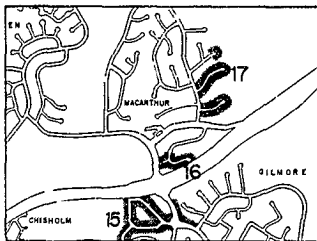
ROAD ADDITION   
ROAD DELETION 

**KAMBAH: Section 499 — Road Additions**

# VARIATION No. 16

## 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.



MACARTHUR : SECTION 394 - ROAD ADDITIONS

1. Purpose

This proposal provides for the addition to the City Plan of an extension of an existing cul-de-sac in Macarthur.

2. Length

The total length of road proposed to be constructed is approximately 250 metres.

3. Estimated Cost

The cost of land servicing, including road construction is estimated to be \$100,000.

4. Existing Development

The area proposed for residential development is vacant land.

5. Proposed Development

It is proposed to develop the site for ten standard detached houses.

6. Particular Planning Considerations

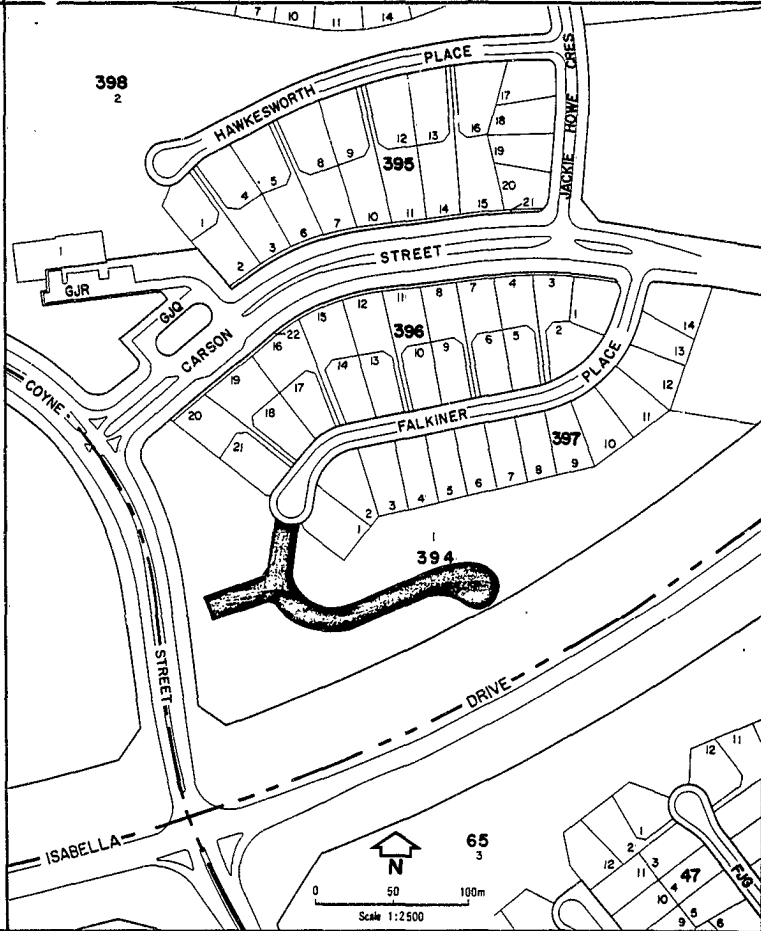
As most roads and residential blocks have already been constructed, the prime consideration was to introduce the additional subdivision in a manner that would ensure compatibility with existing development. The proposed design will cause little or no disruption to adjoining blocks when construction takes place.



7. Environmental Consideration

The proposed design for Section 394 takes account of noise generated by traffic on Isabella Drive.

8. Public Consultation

A draft Policy and Development Plan proposing this additional area for standard housing was released by the Commission for public comment in August 1983. No objections were raised and the Plan is being finalised.



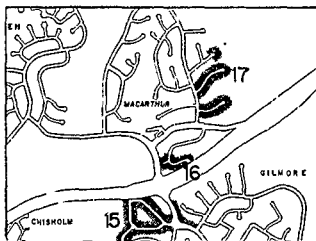
ROAD ADDITION   
 ROAD DELETION 

MACARTHUR: Section 394 -- Road Additions

## VARIATION No. 17

### 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.



MACARTHUR : SECTIONS 344, 391 - ROAD ADDITIONS

1. Purpose

This proposal provides for the addition to the City Plan of two residential access roads and an extension to a cul-de-sac in Macarthur.

2. Length

The total length of roads proposed to be constructed is approximately 360 metres.

3. Estimated Cost

The cost of land servicing including road construction is estimated to be \$400,000.

4. Existing Development

The areas proposed for development are currently vacant land.

5. Proposed Development

It is proposed to develop the sites for 40 standard detached houses.

6. Particular Planning Considerations

As roads and residential blocks in the area have been constructed, the major planning consideration has been to introduce the additional subdivision in a manner that would ensure compatibility with existing development. The proposed design will cause little or no disruption to adjoining blocks when construction takes place. The blocks are next to a site reserved for a future water reservoir and will not be released until this is constructed in about 1985/86.

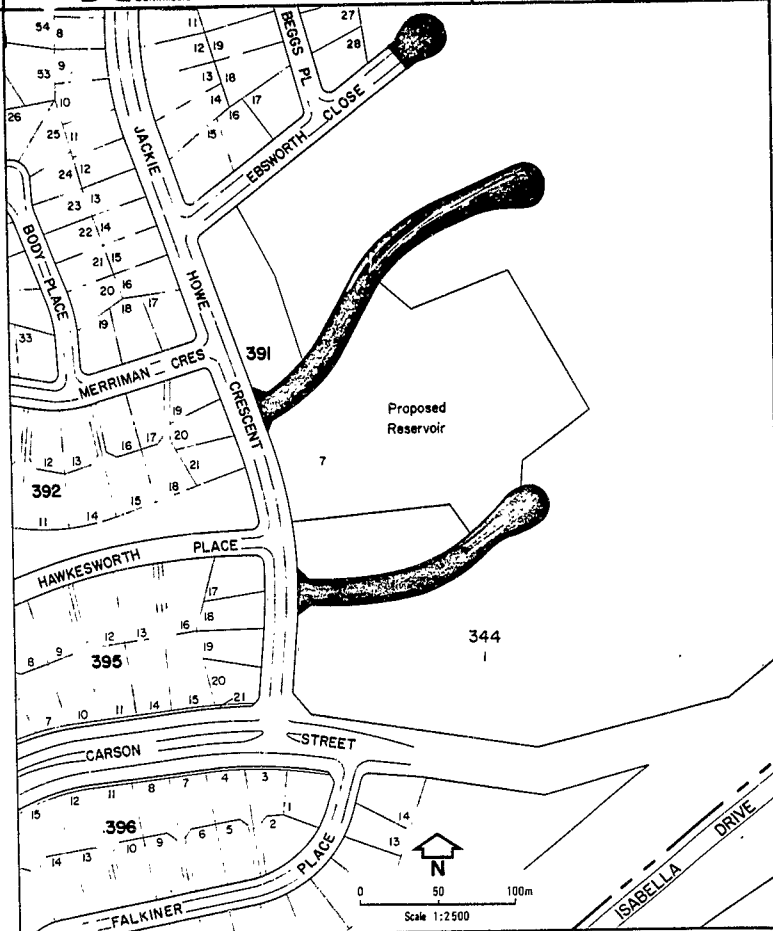
7. Environmental Considerations

The proposed layout for the residential blocks in Section 391 has been redesigned to improve drainage for the new proposals. Blocks in Section 344 abut a wide open space reservation to prevent houses skylining the adjacent ridge line.

8. Public Consultation

A draft Policy and Development Plan proposing these additional areas for standard housing was released by the Commission for public comment in August 1983. No objections were raised.





ROAD ADDITION   
 ROAD DELETION 

MACARTHUR: Sections 391 and 344 — Road Additions

The Secretary,  
Dept. of Territories  
and Local Government,  
G.P.O. Box 158,  
Canberra City 2601

K.D.J. Prendergast  
134 Jackie Howe Crescent  
Macarthur A.C.T. 2904.

Att. Mr. N. Gascoigne

Objection to proposed variation number 17 as notified  
in the Commonwealth Gazette of 1/3/84.

-----

I wish to object to the above mentioned variation on the  
following grounds,

1. The proposal will create a road safety hazard.
2. The proposal is ecologically damaging,
3. Personal grounds.

Each of the grounds for objection will be explained in  
detail and possible solutions offered for your consideration.

#### ROAD SAFETY HAZARD

Jackie Howe Crescent even at this early stage in Macarthur's  
development is a very busy thoroughfare. This is due primarily  
to its being the only major service road in Macarthur.  
Apart from its being a very narrow road considering the volume  
of traffic it handles, it contains several steep inclines.

Variation number 17 will introduce two more arterial feeds onto  
Jackie Howe Cres. This coupled with the placement of the new  
roads will produce the following hazards,

1. Increased traffic flow in Jackie Howe Cr. - at very least  
an additional 80 movements a day, assuming 40 housing  
allotments.
2. Restriction to the flow of traffic along Jackie Howe Cr.  
whenever vehicles wish to enter the proposed roads.  
- being only a single lane road any traffic pausing to turn  
right will result in all following traffic halting, a  
particularly dangerous situation when one of the proposed  
roads (opposite block 20/392) is on a steep incline.
3. The close proximity of the road opposite block 20/392 and  
the existing road Merriman Crescent (approx 50 metres apart)  
will result in driver confusion whenever a vehicle wishes  
to enter one from the other, a situation further compounded  
by the steep inclinations involved.
4. The addition of residential blocks adjacent to the proposed  
roads could possibly restrict vision in the area of the  
new intersections once again considering the steep inclines  
involved.

## ECOLOGICAL OBJECTION

The planning and subdivision of Macarthur to date has been excellent - a natural balance of housing with existing flora has been achieved. This has created a suburb particularly attractive when compared to its "tree less" neighbours.

The area proposed for development in variation number 17, is heavily wooded with naturally occurring eucalypts, mostly mature.

Anticipated development of the area as previously designated (lots 1 to 6 of 391) has resulted in the destruction of several mature trees in order to establish "services" - electricity and telephone.

The establishment of the two streets proposed in variation number 17 will mean an additional destruction of at least 20 trees - What price must we pay for 40 housing allotments? To establish the other services could mean the destruction of virtually all remaining trees - will it be worth it?

The adoption of alternative suggestion number 2 will move the proposed site further east into an area of grazing land. (edging on the area designated 344 in the proposal), resulting in-

1. The retention of all existing flora.
2. Create a buffer zone of open space between Jackie Howe Cr. and the proposed subdivision.
3. Maintain the "open space" plan applicable to Macarthur as a whole.
4. Allow the water reservoir (proposed area J) to be integrated into the area with minimal "eyesore" creation.
5. Allow for future expansion as the need arises into area G (section 344).

The above represent a huge return in the future for a very small investment now.

## PERSONAL REASONS

When purchasing my block (20/392) I had to consider future development.

The close proximity of the proposed water reservoir was a definite disadvantage.

I considered the proposed development (blocks 1 to 6 of 391) and the resultant open spaces (naturally wooded) surrounding the reservoir site as acceptable.

The proposed variation not only destroys the previously inferred "open space", but increases the area's undesirability by replacing it with high density housing.

Similarly I traded the "safety" aspect of living in a close, for the open spaces and views offered by the location on Jackie Howe Crescent.

Proposed variation number 17 undermines my selection criteria by introducing the following factors -

1. The denudation of the inferred "open space" (only blocks 1 to 6 of 391).
2. Resultant exposure of the reservoir site.
3. The creation of a major road opposite my allotment (20/392) creating a site which is:-
  - (a) Highly undesirable
  - (b) Dangerous from a childrens safety aspect.

As all the above reasons were not and could not have been reasonably inferred, I must object to the variation on the grounds of misrepresentation of the intended final area usage.

PROPOSED ALTERNATIVES  
-----

The following suggestions are proposed for consideration as alternatives to variation number 17.

Both are considered desirable for their respective benefits.

I would however wish alternative number 2 be considered for its overall alleviation of problems and long term suitability for Macarthur's future development.

PROPOSAL NUMBER 1

The proposed roads opposite blocks 20/392 and 18/395 be relocated to form cross roads with Merriman Crescent and Hawkesworth Place respectively.

ALTERATIONS REQUIRED

1. Redistribution of allotments either side of the proposed road opposite Merriman Cr. (distribution can now include the southern side of the road.
2. Redistribution of allotments on the southern side of the proposed road opposite Hawkesworth Pl. (blocks adjacent to the proposed water reservoir have been eliminated).

ADVANTAGES

Replacement of the additional two traffic restrictions mentioned under "safety". Considering the inclines involved this is a very definite advantage.

PROPOSAL NUMBER 2

Form a new road connecting Epworth Close with Carson Street via the Eastern extremities of areas D (391), B (344) and E (391).

This will allow the development of at least 40 housing allotments.

ADVANTAGES

1. The creation of a buffer zone between Jackie Howe Cr. and the proposed new residential area, promoting the "open space" approach to Macarthur's development.

/...5

2. The retention of naturally occurring flora.
3. Allows the natural camouflaging of the water reservoir in a "built up " area.
4. The elimination of additional traffic congestion in Jackie Howe Cr.
5. Reduction in traffic flow in Jackie Howe Cr.
6. Allows for future development

#### MODIFICATIONS TO CARSON STREET

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Most residents of Macarthur travelling to or from Canberra city do so via the Monaro Highway and Isabella Drive.

Since the only access to Isabella Drive is via Coyne Street the traffic flow along it is very high considering it services all the adjacent subdivisions in a similar fashion.

Carson Street is a four lane divided roadway ideally suited to large volumes of traffic.

The policy not to extend Carson Street to Isabella Drive must be reconsidered in view of the effect such a move will have on the general traffic flow in the area.

In closing may I request that future variations of this nature be better advertised.

I only became aware of variation number 17 by a chance reading of the gazette.

While the N.C.D.C. attempt to bring variations to the attention of the general public by displays in venues such as the Monarc Hall, I feel a more personal advice to the people most likely to be affected i.e. the people already resident in the area would be highly desirable.

Trusting you find my objections worthy of further consideration I remain,

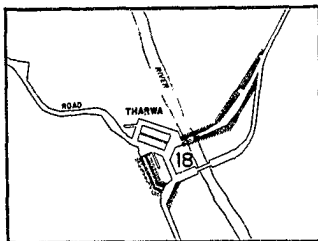
Yours Faithfully,

K.D.J. PRENDERGAST

## VARIATION No. 18

### 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.



Intention to Vary  
Notified in Gazette  
No S 186 of 22/6/83





VILLAGE OF THARWA : SECTION 5 AND THARWA ROAD - ROAD ADDITION

1. Purpose

This proposal provides for the addition to the City Plan of:

- (a) a section of existing road between Tharwa Street and Johnson Street; and
- (b) a section of the existing Tharwa Road from the historic Tharwa Bridge to the existing gazetted road.

2. Length

The total length of road to be gazetted is approximately 780 metres, comprised of 80 metres in (a) and 700 metres in (b).

3. Estimated Cost

Nil.

4. Existing Development

The roads exist and were degazetted in the 66th Series of Variations as part of the proposal to provide a new bridge 200 metres upstream of the existing bridge. Works being undertaken will extend the trafficable life of the existing bridge by a period of approximately ten years, thus further postponing the need for a new bridge.

5. Proposed Development

Nil. The roads exist.

6. Particular Planning Considerations

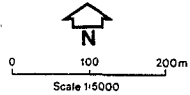
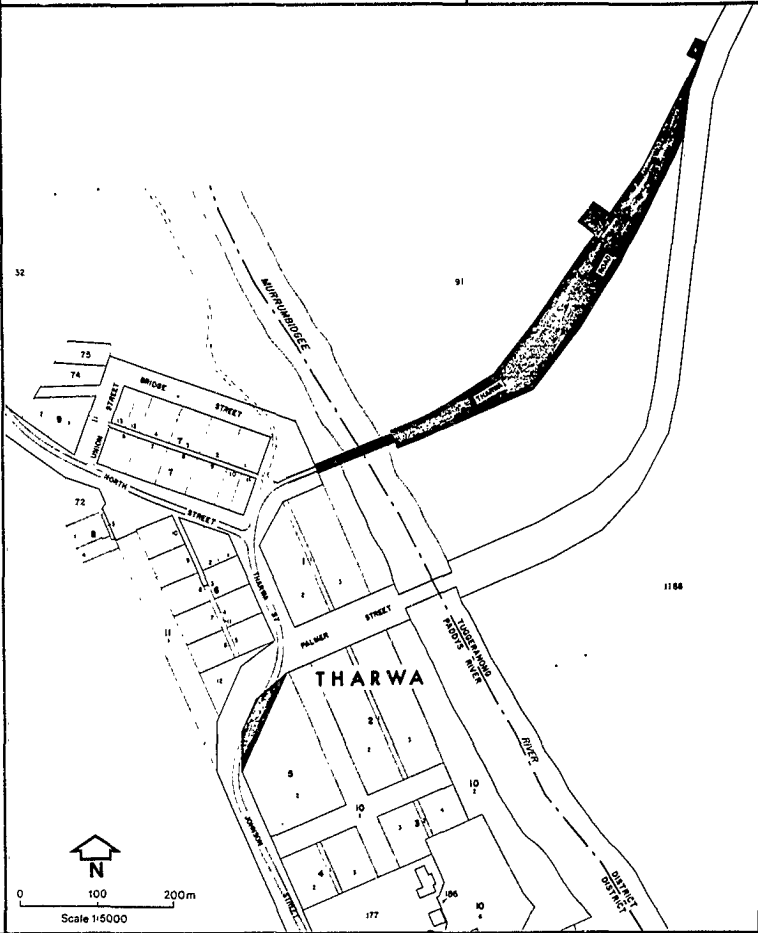
Nil.



7. Environmental Consideration

Nil.

8. Public Consultation

A draft Policy and Development Plan for Tharwa was released by the Commission for public comment in October 1981 and was subsequently adopted after substantial revision in the light of the comment received. The proposal to extend the life of the existing bridge was confirmed under the approved Development Plan.



ROAD ADDITION   
 ROAD DELETION 

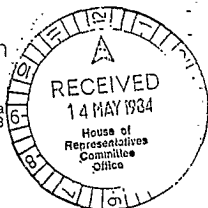
THARWA : Road Additions



## National Capital Development Commission

220 Northbourne Ave., Canberra, A.C.T. G.P.O. Box 373 Canberra 2601, Australia  
 Telephone: 45 8211 Area Code: 052 Telegrams: Comdev Canberra Telex 62673  
 All correspondence to be addressed to The Secretary and Manager

In reply please quote: 83/1283 T. Cobham:TJ  
 cc82/654



Dear Mr Elder

Variation 2 of the 82nd Series of Variations to the Plan of Layout of Canberra and its Environs relates to a proposal for the residential subdivision of Section 1, Hawker. The Joint Committee on the ACT has deferred a decision on this item "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 Murranji Street".

The letter in question, dated 9 March 1984, was addressed to Mr Fry in his capacity as the Member for Fraser in response to his representations on behalf of Mr G.W. Jensen of 14 Murranji Street, Hawker. Mr Jensen was concerned that survey work was being carried out in the area before the variation had been gazetted. The advice to Mr Fry explained that the survey was necessary in order to provide information for the design of engineering works such as roads, stormwater and sewerage. The information under contention reads "... if the Joint Committee does not support the Commission's proposed access to Murranji Street the sub-division could be modified slightly to delete it". That implies that it would be a simple matter to change the plan in order to achieve an alternative access arrangement which would be acceptable in terms of town planning principles. This is not so, and because the letter gave a misleading impression it is in error. The Committee is assured, however, that there was no intention of supplying misleading information. The implication in the statement was simply a mistake and is regretted.

This is not to say, of course, that there is only one possible way of planning the area. From a purely technical viewpoint access to the subdivision could conceivably be provided by a number of means, and before arriving at the proposal put forward in

...../2

Variation 2 of the 82nd Series, the Commission fully examined several alternative access schemes. These were:

- (i) To have the entire subdivision served by a single access point on Murranji Street.

This was the proposal originally canvassed with the local residents in 1977, but it was abandoned in deference to their objections, as explained in the briefing notes on this proposed variation.

- (ii) To have the subdivision served by an internal loop road with both points of access from Walhallow Street on the south.

This worked against the neighbourhood road hierarchy, Walhallow Street being a minor road providing recreation access to the playing fields. It is inappropriate to require the street to serve a collector road function; through-traffic should not be encouraged to use it but should be channelled onto the distributor roads.

- (iii) To have the subdivision served by an internal loop road with both points of access from Murranji Street.

This approach would meet normal neighbourhood design principles but was not pursued after the discussions with local residents in 1977.

- (iv) To provide direct access to Belconnen Way. This was rejected for traffic safety reasons.

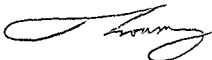
A fifth option was submitted to the Committee by residents objecting to the proposed variation, viz. to have two access points, both to Walhallow Street, one to the south and one to the east. However, this suffers from the same drawbacks as option (ii) above, making Walhallow Street the sole means of access and egress for the subdivision. For the reasons set down above, and for reasons of safety, convenience

and logic and such considerations as ease of access for emerging vehicles, the Commission considers such an arrangement inappropriate, particularly in the light of the narrow configuration of the eastern part of Walhallow Street.

The option proposed in the variation is a compromise providing one access point to Murranji Street supplemented by a single access point to Walhallow Street. We believe it is the only option which retains the principles of the road hierarchy fundamental to neighbourhood planning.

The Commission is unable to agree that the direct connection to Murranji Street, as proposed in the variation, would in any significant way detract from the value or amenity of Nos. 12 and 14 Murranji Street. The proposal provides for the carriageway for vehicles exiting into Murranji Street to be opposite the boundary separating those two blocks, so that headlights would not shine directly into bedrooms. Furthermore, the numbers of vehicles likely to enter or leave the subdivision by that intersection would not be substantial. The situation would be no different from that at hundreds of other T-junctions in residential areas of Canberra, and would in no way be unusual.

Yours sincerely



B.M. BROWNING  
SECRETARY AND MANAGER

14 May 1984

Mr D.R. Elder  
Secretary  
Joint Committee on the ACT  
Parliament House  
CANBERRA ACT 2600

**Department of Territories  
and Local Government**

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G.P.O. Box 158, Canberra, A.C.T., 2601  
Telephone: (062) 46 2211

Telephone:  
In reply please quote: 84/1679  
Your reference:

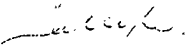
Mr K.L. Fry  
Chairman  
Joint Committee on the A.C.T.  
Parliament House  
CANBERRA A.C.T. 2600

Dear Mr Fry

I refer to the hearing by the Committee into the 82nd series of variations and to the information requested by the Committee relating to the rateable value of houses located opposite 'T' intersections.

Advice has now been received from the Chief Valuer, Australian Taxation Office and is attached for your information.

Yours sincerely

  
R.G. Gallagher  
Acting First Assistant Secretary  
Lands

2 May 1984



VALUATION BRANCH  
AUSTRALIAN TAXATION OFFICE

BENJAMIN OFFICES, CHAN STREET, BELCONNEN (P.O. BOX 15, BELCONNEN, A.C.T. 2616)

TELEPHONE 64 1122  
TELEX 62180

IN REPLY: SV/D. Morris  
PLEASE QUOTE: Ph: 527310

Assistant Secretary,  
Residential Leases Branch,  
Department of Territories  
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G.P.O. Box 158,  
CANBERRA. A.C.T. 2601

2 - MAY 1984

28 & 29/27 HAWKER: VALUE OF BLOCKS ON "T" INTERSECTION

Your Reference : 84/1679 of 16/4/84 (per N. Grascoigne)

This issue has been investigated by a Departmental Valuer, Mr. R.N. Lim, whose report is attached.

It is considered that the proposed variations to the road layout in Section 1, Hawker would not affect the value of Blocks 28 and 29, Section 27, Hawker.

The proposed "T" intersection to be constructed opposite the subject blocks will involve a major connecting road (Murrnangi Street) and a minor suburban street (to be constructed). The new minor street, and existing roads, will provide access to sixty seven standard residential blocks and at its other end, will form a "T" intersection with Walhallow Street (a minor road providing access to Hawker sporting grounds and through to Hawker shops). Therefore some of the traffic generated by the Section 1 subdivision can be expected to use the Walhallow Street access in lieu of the access under discussion.

In situations where major suburban roads intersect e.g. the adjacent intersection of Murrnangi Street and Belconnen Way, it is considered that the values of blocks nearby are likely to be detrimentally affected. However any impact of a minor street on an already busy connecting road is considered to be insignificant.

In the 1979 and 1982 Rating Valuations, relatively few Unimproved Valuations have been adjusted for being on or opposite "T" intersections. Generally the reductions made as a result of "T" intersection objections have been only \$500 or less and have involved 2 busy roads.



In an appeal before the Administrative Appeal Tribunal (Re Petrovic - A.A.T. Ref. A81/20), the Senior Tribunal Member commented - (re Block 28 Section 34 Lyneham)

"I am not satisfied that any problems from which the applicant may suffer due to the glare of headlights are of any real significance. Baines Place is, after all, a very small cul de sac which would not be likely to have a heavy traffic flow. However that may be, I do not consider that any potential problem in that regard would affect the amount which a purchaser might have been expected to offer for that site..."

In another case (re Kevin 78/5193, Block 7 Section 37 Forrest) where several minor detriments were claimed to diminish the Unimproved Value, the Senior Member of the Administrative Appeals Tribunal commented: -

"All of these features may well have irritated the applicant in varying degrees at one time or another. I do not consider that they would have come to the notice of the hypothetical purchaser, or that if they had they would have affected his estimation of the price that he would be prepared to offer".

Hence even if the new Hawker intersection causes some discomfort or inconvenience, it is not considered likely to be significant enough to affect the price that a hypothetical purchaser would pay for Blocks 28 or 29 as vacant land.

As the new residential development is expected to be of a high standard it should be beneficial to the general area. Also as houses are constructed and gardens developed, the effect of noise from the playing fields and enclosed sports ground would be reduced. Hence the advantages of the new development are likely to outweigh any detriments.



(B.V. Raison)  
CHIEF VALUER

PROPERTIES:

Hawker 28/27 & Hawker 29/27

PURPOSE OF REPORT:

Request for comment/advice on the above two residential properties as to whether there would be a reduction in value as a result of the proposed road construction to form a "T" intersection immediately opposite these two properties.  
Reference Memorandum 84/1679 dated 16 April 1984 from the Department of Territories & Local Government.

DESCRIPTION OF SITE:

Both Blocks 28 & 29 of Section 27, Hawker are situated on the high side of Murrnaji Street, with land rising from the front to the rear boundary. These two sites, each with a two storey residential building built on it, command a pleasant outlook over the site proposed for "Standard Housing" located at the lower opposite side of the Murrnaji Street.

There are a few trees planted on the front nature strip of the subject blocks, and when matured these trees would provide a kind of "screen". However, it was noted at the time of inspection that more trees/shrubs are needed to provide a more and better effective "screen".

GENERAL COMMENTS:

The proposed road construction is to provide access to an area earmarked as Section 1, Hawker, under the N.C.D.C. Policy Plan published in November, 1983 for "Standard Housing" development.

This area is located on the low side of Murrnaji Street, falling from front to the rear boundary with a gentle crossfall from south-west to north-east.

The 1982 average weekday traffic flows (per NCDC) along main or connecting roads in this area are as follows (both directions)

- Murrnaji Street is 1900/2000
- Springvale Drive is 2510/2690
- Coulter Drive is 8500/8800
- Redfern Street is 1340/1600
- Lachlan Street is 1000/1000

RECOMMENDATION:

It is difficult to draw a definite conclusion that the construction of a "T" junction opposite to these two blocks would immediately reduce their values without conclusive evidence to substantiate this contention.

However, in view of the fact that:

(a) the area opposite to the subject blocks, being located on the lower side of the street, is for "Standard Housing" development only, and the volume of traffic generated would not have a great impact on the subject blocks particularly.

(b) As many of the 67 proposed blocks have direct frontage to Murraraji Street or alternative access to Walhallow Street, less than half would regularly use the new access road to Murraraji Street.

(c) Planting of trees/shrubs to provide a barrier or screen would help to reduce any impact due to increase in traffic.

It is considered that the values of the subject properties would not be reduced as a result of the construction of the proposed "T" intersection.

It is noted that there is a bus stop in front of Block 28. It is assumed that this will be relocated as a consequence of the new road, hence removing what some lessees may regard as a minor detriment.



R.N. LIM, F.R.I.C.S., A.A.I.V.  
VALUER  
AUSTRALIAN TAXATION OFFICE

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

PARLIAMENT HOUSE  
CANBERRA, A.C.T. 2600

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

27 MAR 1984

*Ken*  
Dear colleague

On 13 October 1983 I requested that the Committee not consider variation 19 relating to Tharwa as part of the 81st series of variations to the City Plan.

This request was based on the need to consider in detail problems relating to the adequacy of sewerage disposal and water supply in Tharwa. I indicated that an examination of these problems would be conducted by the National Capital Development Commission and the Capital Territory Health Commission.

The results of the examination show that the area proposed for development is unsuitable for waste water disposal by means of absorption systems. Existing systems only just cope and failure related to poor absorption has occurred. Other options considered by the National Capital Development Commission were rejected on the basis of either being uneconomic or unsuitable for the area and were not supported by Government authorities.

Alternative ways of providing a permanent water supply to Tharwa have been considered. The most desirable solution of extending the water supply from Tuggeranong would not be economically viable until development extended further south in Tuggeranong. Residents therefore will continue to be responsible for their own water supply.

In view of these results and their implications for further development in Tharwa, it is no longer my intention to proceed with this variation proposal.

Yours fraternally

  
TOM UREN